The Hong Kong Daily Press.

No. 8823 號三十二百八千八第 日三初月三年二十緒光 HONGKONG, TUESDAY, APRIL 6TH, 1886. 二拜禮 號六月四英港香 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

April 4, CLIEVEDEN, British steamer, 1,114, F. Johnson, Saigon 31st March, Rice.—SIEMSSEN & Co.

April 5, PARTRIDGE, British steamer, 254, Stavers, Haiphong 31st March, and Hoihow 3rd April, General.—GIBB, LIVINGSTON & Co.

April 5, AMIGO, German steamer, 771, F. Thiesen, Singapore 29th March, General.—WIELER & Co.

April 5, DIAMANTE, British steamer, 514, McCaslin, Manila 2nd March, General.—RUSSELL & Co.

April 5, HAIPHONG, British steamer, 1,122, Harris, Foochow 31st March, Amoy 1st, and Swatow 3rd April, General.—DOUGLAS LAPRAIK & Co.

April 5, YANGTSZE, British str., 814, Schultz, Shanghai 31st March, General.—SIEMSSEN & Co.

April 5, JOHANN, German str., 427, H. Bingo, Takhoi 1st April, and Hoihow 3rd, General.—WIELER & Co.

April 5, GLENEAGLES, British steamer, 1,337, Gasson, London 15th February, and Singapore 30th March, General.—JARDINE, MATHESON & Co.

April 5, DEVONSHIRE, British steamer, 1,513, A. Purvis, Hamburg 4th February, and Singapore 29th March, General.—RUSSELL & Co.

April 5, VORTIGERN, British steamer, 876, J. Brown, Bangkok 31st March, Rice and General.—ARNHOLD, KARBERG & Co.

April 5, KUTSANG, British str., 1,495, Young, Shanghai 2nd April, General.—JARDINE, MATHESON & Co.

April 5, ILTIS, German gunboat, Hofmeier, Amoy 3rd April.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
5TH APRIL.

Phra Chula Chom Klao, British str., for Swatow.
Peking, British str., for Shanghai.
Ghizee, British str., for Shanghai.
Nestor, British str., for Amoy.
Sussex, British bark, for San Francisco.
Atalanta, German str., for Singapore.

DEPARTURES.

April 5, HATTIE N. BANGE, American sch., for Bangkok.
April 5, GHAZEE, British str., for Shanghai.
April 5, PEKING, British str., for Shanghai.
April 5, YANGTSZE, British str., for Whampoa.

PASSENGERS.

ARRIVED.

Per *Haiphong*, str., from Coast Ports.—Mr. and Mrs. Davis, Messrs. McKenzie and Newbury, 2 Europeans deck, and 200 Chinese.

Per *Kutsang*, str., from Shanghai.—Mr. Olsen, and 20 Chinese.

Per *Yangtsze*, str., from Shanghai.—Mr. G. H. Maggrs, and 27 Chinese.

Per *Glenealgles*, str., from London, &c.—Mr. and Mrs. Stevens, Mr. Brian for Shanghai, and 380 Chinese for Hongkong from Singapore.

Per *Diamante*, str., from Manila.—Messrs. Noble and O'Gorman, Chiarini's Circus (50 persons), and 3 deck.

TO DEPART.

Per *Ava*, str., from Hongkong.—For Singapore.—Mr. Wilkinson. For Colombo.—Mr. Courvoisier. For Marseilles.—Mr. and Mrs. Forrest, Messrs. Martin, Philippe, and A. M. Cardoso. From Foochow.—For Marseilles.—H.E. Chow, and 29 students of H.I.C.M.'s Arsenal. From Shanghai.—For Marseilles.—Mrs. Little, Mdme. Pauli and infant, M. and Mdme. Popoff, Mr. and Mrs. Innocent, Mr. and Mrs. Leos and 2 children, Sister Putronelle, Sister Solonnac, Sister Laurent Savre, Messrs. Suenson, Honningson, de Belabre, L. Courvoisier, Ch. Brown, and F. Purin. From Yokohama.—For Saigon.—10 marines. For Singapore.—Lieut. S. Taouchi, and Capt. J. Takushima. For Marseilles.—Mrs. Winter, infant and servant, Mrs. L. Wolf, Messrs. Petinto, Jourdan, and H. Ito.

DEPARTED.

Per *Zafiro*, str., for Amoy.—43 Chinese. For Manila.—Mr. A. S. Harper, and 18 Chinese.

Per *Thales*, str., for Foochow.—Messrs. A. F. Ljunglof, Siemssen, and C. Stiebel. For Amoy.—Mr. E. G. Remedios. For Shanghai.—Mr J. Swire.

Per *Poseidon*, str., for Trieste, &c.—Messrs. John Davey, C. Zanella, McGregor Smith, and Keaughran and 2 children, and 711 Chinese, deck.

REPORTS.

The British steamer *Diamante* reports variable airs and fine weather throughout; detained outside w.th thick fog.

The British steamer *Cliveden* reports fine weather throughout with light easterly breeze, the last 60 miles of the passage weather rather hazy.

The British steamer *Glencaqles* reports light airs and calms, then moderate easterly winds to arrival; experienced thick fogs outside Hongkong delaying arrival.

The British steamer *Kutsang* reports experienced light southerly winds and dense fogs to Chapel Island; thence to port moderate wind and hazy weather.

The British steamer *Haiphong* reports from Foochow to Amoy had light S.E. winds as far as Ockseu, then thunder and lightning with showers of rain to Dodd Island; thence dense fogs to Amoy. From Amoy to Swatow thick weather with light N.E. wind and smooth sea. From Swatow had dense fogs and calm weather to port. In Foochow H.M.S. *Cockchafer* and str. *Meefoo*. In Swatow strs. *Fukien* and *Tamsui*.

CUTLER, PALMER & Co.

The well known Wine Shippers to China,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Their Representatives in China—
Messrs. JARDINE, MATHESON & Co. } Hongkong
" SIEMSSEN & Co. } and
" LANE, CRAWFORD & Co. } Shanghai.

Call attention to some of the Wines and Spirits consigned to their care by this well-known house:—

CLARETS, Mouton, Larose, St. Julien Medoc, both in Quarts & Pints.
"INVALIDS," & AMOROSO, SHERRY.
MANZANILLA SHERRY—very pale & dry
VINO PURO—a pretty delicate wine.
These Sherries are also shipped in Jars containing 4 gallons.
"INVALIDS" PORT, a most agreeable wine, approved by many Physicians.
SCOTCH WHISKY—of several sorts, viz:
In square bottles—Napier Johnstone's.
In round bottles—C. P. & Co.'s, "Heart shaped label."
In round bottles—The celebrated Glenlivet
IRISH WHISKY—only the best.
COGNAC—from the very best to medium quality.
This Firm's Cognacs are too well known to need recommendation. Prices on application.
[1996

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [568

INTIMATIONS.

NEW GOODS!
NEW GOODS!!
NEW GOODS!!!
EX "GLENGAERY."

CHRISTY'S FELT HATS.
TRAVELLING TRUNKS.
SOLID-LEATHER PORTMANTEAUS.
SOLID-LEATHER WRITING FOLIOS.
SILK UMBRELLAS.
"PERFECT" TENNIS BALLS.
WIMBLEDON TENNIS BALLS.
NEW MEERSCHAUM PIPES.
BRIAR-ROOT PIPES.

LANE, CRAWFORD & Co.
Hongkong, 3rd March, 1886. [26

W. BREWER has just received
A Variety of Photo Albums for Cabinets only.
A Large Selection of New Photo Frames.
Charming French Musical Dolls.
New Children's Picture Books.
Sets of Bezique, Playing Cards and Whist Markers.
The 100-Copy COPYING INK—Gives 100 good Copies in the Ordinary Copying Press from one writing.
Modern Ship-building and the Men's engaged in it.
Twenty Years with the Indicator, by Pray.
Morris's Golden Flake Tobacco.
Will's Three Castles Tobacco.
New Maps of China, Japan, The World.
New Edition Unrivelled Atlas 33 Maps and Index, $1.35.
New Men's Boots and Shoes.
New Ladies' Boots and Shoes.
W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

KELLY AND WALSH, LIMITED.
Customs List of Lights, Buoys and Beacons on the China Coast, 1886.
Shanghai Nautical Pocket Manual, 1886.
Whitaker's Almanack, 1886.
Peking Gazette, 1884.
Dollars and Sterling Exchange Tables, 3s. to 3s. 6d.
Giles' Glossary of Reference on subjects connected with the Far East—New and Revised Ed.
Pirry's le Saint Edit.—Reduced to $3.
Particulars of Marine Engines, Boilers, &c.
Deschevren's Typhoons of Chinese Seas, during 1885.
New Lot of French Novels.
Hongkong Almanack, 1886.
Duke's Every Day Life in China.
Ouida's New Novel—Othmar—Cheap Ed.
Hinde's Patent Curling Pins.
New Albums for Mounting Photographs.
Cheap Four-blade Knives—50 Cents each.
New Stock of Opera, Field, and Marine Glasses.
Jeffries' Tennis Bats, Single and Double Strung.
Champion Tennis Balls—Seamless Balls.
Complete Sets of Lawn Tennis.
Very Strong Cash Boxes with Bramah Locks.
KELLY & WALSH, LD., HONGKONG.
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THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the above Company, No. 7, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 20th day of April, 1886, at THREE O'CLOCK IN THE AFTERNOON, for the purpose of confirming the Special Resolutions proposed and passed at the last Meeting of the Shareholders held on the 3rd day of April, 1886.

NOTICE IS HEREBY GIVEN THAT, the aforesaid Resolutions being duly confirmed, an EXTRAORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company, No. 7, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 20th day of April, 1886, at A QUARTER-PAST THREE O'CLOCK IN THE AFTERNOON, for the purpose of passing a Special Resolution to empower the Board of Directors to sub-divide the present Shares of $100 each of the Company into Shares of $20 each.
By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 3rd April, 1886. [721

THE HONGKONG ICE COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that on Presentation of their SHARE CERTIFICATES at the Head Office of this Company, NEW ONES will be issued in EXCHANGE in accordance with the Resolution recently passed.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 1st April, 1886. [691

HONGKONG ICE COMPANY, LIMITED.
NOTICE.

ON and after SUNDAY, the 4th instant, the PRICE OF ICE will be ONE CENT PER POUND.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 3rd April, 1886. [711

PUBLIC NOTICE.

NOTICE is hereby given that the NORRKOPINGS TANDSTICKS FABRIKS AKTIEBOLAG, carrying on Business at NORRKÖPINGS in SWEDEN as MANUFACTURERS OF MATCHES have complied with the requirements of Ordinance No. 16 of 1873 for the Registration in this Colony of their Trade Mark as applied to Boxes of Matches, and that the same has been duly registered in the Register of Trade Marks at the Colonial Secretary's Office in this Colony.

All and any Persons or Person, Firms or Firm, Companies or Company, who shall either directly or indirectly make use or adopt the said Trade Mark or any imitation or resemblance thereof or in anywise counterfeit, imitate, or resemble the same or shall make or cause to be made any addition thereunto or subtraction therefrom whereby to pretend themselves, himself, or itself the owners or owner thereof without the Licence or Consent in writing from the said Company or their Agent or Agents duly appointed first had and obtained, will be liable to be sued by the said Company and be answerable to them in damages therefor.

NOTICE IS ALSO GIVEN that Messrs. MELCHERS & Co., of Victoria, Hongkong, have been appointed the Sole Agents in China for the Sale of the Matches Manufactured by the said Company, and for the protection of the said Trade Mark.

WOTTON & DEACON,
Solicitors for the said Company, and for Messrs. MELCHERS & Co.,
35, Queen's Road,
Hongkong.
Dated the 25th March, 1886. [650

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID UP .....£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased.
1.—BY AN IMMEDIATE PAYMENT IN CASH of not less than 90 per cent. for the whole Claim.
2.—AT 100 PER CENT., payment being made in fully paid Scrip of the CORPORATION'S 3% Perpetual Debenture Stock, carrying interest from date of issue, and exchangeable for Stock Warrants of $100 with Half-yearly Interest Coupons attached, on the Scrip being made up to any even multiple of 100.
HOLDERS of this Stock incur no liability whatever.

H. A. HERBERT.
Manager, Hongkong Branch.
Hongkong, 16th February, 1886. [7

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND .....4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS ..... } 500,000.
RESERVE LIABILITY OF PROPRIETORS ..... } 7,500,000.

COURT OF DIRECTORS:—
Chairman—A. McIVER, Esq.
Deputy Chairman—M. GROTE, Esq.
C. D. Bottomley, Esq. | Hon. W. Keswick.
H. L. Dalrymple, Esq. | A. P. McEwen, Esq.
H. Hoppins, Esq. | Hon. F. D. Sassoon.
E. H. M. Huntington Esq.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Hongkong, 27th February, 1886. [5

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 8th May, 1885. [6

INTIMATIONS.

THE LEE YUEN SUGAR REFINING COMPANY, LIMITED, IN LIQUIDATION.

THE LIQUIDATORS are prepared to receive TENDERS for the purchase of the LAND, BUILDINGS, MACHINERY, and FIXTURES of THE LEE YUEN SUGAR REFINING COMPANY.

All Tenders should be enclosed in an Envelope endorsed "TENDER FOR PURCHASE OF LEE YUEN," and addressed to the Liquidators of the LEE YUEN SUGAR REFINING COMPANY, and must be placed in the hands of C. EWENS, Solicitor to the Liquidators, with a Deposit of $20,000, before 3 o'CLOCK, on WEDNESDAY, the 21st day of April, 1886.

The Tenders will not be opened until after 3 o'CLOCK on the 21st day of April.

The Liquidators will accept the highest Tender provided it exceeds the sum of $190,000 and provided also it is on a form which can be obtained at the Office of C. EWENS, at 45, Queen's Road, Hongkong, and it is in accordance with the conditions contained in such form.

The Purchaser must also purchase the COAL, ANIMAL CHARCOAL, and OFFICE FURNITURE, and SPARE MACHINERY, and STORES in the Godown (which are not included in the Tender) at Invoice prices.

The Purchaser must also take over from date of Sale, the liability of the Company under the Contract with the English Sugar Boiler of the Company who has been engaged for a term expiring in February, 1887.

The Refinery is most favourably situated occupying almost 100,000 square feet of ground by the side of Bowrington Canal and close to the Harbour.

The whole of the Buildings and Machinery are in excellent order, a large portion of the Plant and Machinery having never been used.

The Refinery is capable of refining 1,200 piculs of Raw Sugar per day.

Dated this Eighteenth day of March, 1886.
ANDREW JOHNSTON.
LAU WAI CHUN 劉渭川
LI KING TING 李敬亭
594] LIQUIDATORS.

THE KORSCHELT ICE DEPOT.

WE Have This Day been appointed AGENTS for the KORSCHELT ICE DEPOT and are now ready to SUPPLY ICE from our Depôt, Pedder's Street (near the HONGKONG HOTEL), in quantities from 5 lbs. and upwards, at the rate of ONE CENT per lb., offering special arrangement to large consumers.

The Blocks of Ice weighing up to 700lbs. each are specially adapted for shipping purposes.
F. BLACKHEAD & Co.,
Agents.
Hongkong, 1st April, 1886. [693

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
ON ACCOUNT OF THE CONCERNED,
THIS DAY,
the 6th instant, at 2.15 P.M., at the KOWLOON GODOWNS.
1 Case BAMBOO WARE and SUNDRIES.
1 " LACQUER WARE.
1 " COPPER WARE, WOOD WARE, MATS, &c.
21 Cases GLASS BANGLES.
Ex S. S. *Thames*, all more or less damaged by sea water.

The Steam Launch, *Kowloon* will leave Pedder's Wharf for Kowloon at 2.00 P.M., sharp, to convey intending Purchasers.

All Lots with all faults and errors of description at Purchasers' risk on fall of the hammer.

TERMS OF SALE.—Cash on delivery.
E. JONES HUGHES,
Auctioneer.
Hongkong, 5th April, 1886. [722

IN THE SUPREME COURT OF HONGKONG.
ORIGINAL JURISDICTION.
SUIT No. 233 of 1882.

TO be Sold Pursuant to an Order of the Supreme Court made in the Suit of TSO TSUN SHOW versus TSO LAI TONG and YIP SUM TIN, on the 16th February, 1886, with the approval of the CHIEF JUSTICE, by Mr. J. M. ARMSTRONG, the person appointed by the said Court, TO-MORROW, the 7th April, 1886.

LOT 1.—All those Pieces or Parcels of GROUND Situate at Victoria and Registered in the Land Office as INLAND LOT No. 37 and INLAND LOT No. 518. Together with the Messuages and Buildings now or formerly known as Nos. 192, 194, 196, 198, 200, 202, 204, 206, 208, 210 and 212, Queen's Road West, Nos. 262, 264, 266, 268, 270 and 272 having recently been burnt and No. 260 damaged by fire.

The whole Premises are held for the residues now to come and unexpired of two several terms of 999 Years granted by two several Indentures of Crown Lease of the said Lots respectively.

Annual Crown Rent $103.19 and $16.32.

LOT 2.—All that Piece or Parcel of GROUND Situate at Victoria, and Registered in the Land Office as Remaining Portion of INLAND LOT No. 453. Together with the Messuages known as Nos. 262 and 264, Queen's Road West, and No. 29, First Street.

The whole of the Premises are held for the residue of a term of 999 Years.

Annual Crown Rent $84 half of which is payable by the Owner of Section A of the said Lot.

The Premises will be sold subject to a Lease for a year at a monthly Rental of $125 and Taxes.

LOT 3.—All that Piece or Parcel of GROUND Situate at Victoria, and Registered in the Land Office as INLAND LOT No. 327. Together with the Buildings and Erections thereon known as No. 58, Jardine Bazaar.

The Premises are held for the residue of a term of 75 years from the 7th day of June, 1847.

Annual Crown Rent $16.

Lots 1 and 2 will be sold on the respective Premises, Lot 1 at 3 o'CLOCK, Lot 2 immediately after the Sale of Lot 1, and Lot 3 at the Rooms of the Auctioneer, Queen's Road, at the Close of the Sale of Lot 2.

Particulars and Conditions of Sale may be had of

CREASY EWENS,
Solicitor,
No. 45, Queen's Road;
DENNYS & MOSSOP,
Solicitors,
No. 43, Queen's Road;
or
of the Auctioneer at
No. 49, Queen's Road.
Dated this 19th day of March, 1886. [610

PUBLIC AUCTION.

AT THE OFFICES OF MESSRS. DAVID SASSOON, SONS & COMPANY, on
WEDNESDAY,
the 14th April, at 3 o'CLOCK P.M.
INLAND LOT 623—"BINNEE VILLA," Pokfoulum. Area, Ten Acres. Lease, unexpired term of 999 Years. Crown Rent, $48 per Annum.

H. N. MODY,
Auctioneer.
Hongkong, 22nd March, 1886. [617

FOR TEA SERVICES in all kinds of JAPANESE PORCELAIN go to
CASSUMBHOY'S WAREHOUSE,
BEACONSFIELD ARCADE,
Where also FURNITURE of all kinds is procurable at the LOWEST RATES.
LARGE STOCK OF CURIOS. [23

HONGKONG STEAM BAKERY.
NOTICE.

FROM 1st March the Price for FIRST QUALITY HOUSEHOLD BREAD will be FIVE CENTS per Pound.
528] DORABJEE NOWROJEE.

HING KEE,
STEAM LAUNCH Co.,
Have always on hand supplies of the best COAL for HOUSES, STEAMERS, & SHIPS at MODERATE TERMS.
No. 16, TUNG MAN LANE,
HONGKONG.
Hongkong, 17th September, 1885. [168

"THE HARDEN'S STAR HAND GRENADE FIRE EXTINGUISHER."
BY ORDER OF H.E. THE OFFICER ADMINISTERING THE GOVERNMENT, GOVERNMENT HOUSE has been fitted with the above.
E. CLARK,
Hongkong Hotel.
Hongkong, 22nd March, 1886. [620

SQUARE BOTTLE WHISKY.
NAPIER JOHNSTONE'S BLEND,
Superb Quality,
CUTLER, PALMER & Co.'s SELECTION.
Apply to
LANE, CRAWFORD & Co.,
2310] Hongkong.

PIANOS.

THE Undersigned begs to announce that he is SOLE AGENT for Hongkong, China, Corea, and Japan for the Sale of PIANOS, by Messrs. M. F. RACHALS & Co., Hamburg, and Messrs. SCHIEDMAYER & Co., Stuttgart.
SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE,
Shanghai.
1st January, 1886. [89

A FONG, PHOTOGRAPHER
STUDIO, ICE HOUSE LANE,
BEHIND NEW ORIENTAL BANK,
Hongkong.
Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased at his Studio or Messrs. KELLY & WALSH'S Store.
IVORY MINIATURES of Superior Excellence and High Finish, painted under careful Supervision.
INSTANTANEOUS VIEWS, GROUPS and PORTRAITS of different sizes taken daily. [18

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1887. [21

INTIMATIONS.

CHIARINI'S GRAND CIRCUS AND MENAGERIE OF TRAINED ANIMALS,
WILL EXHIBIT AT HONGKONG,
Commencing on or about
TO-DAY (TUESDAY),
the 6th April, 1886.
UNDER VAST WATERPROOF PAVILIONS.
SEATING ACCOMMODATION FOR 5,000 SPECTATORS.
This World-famed and Ever-popular MENAGERIE AND CIRCUS IS FAVOURABLY KNOWN ALL OVER THE HABITABLE WORLD,
And will give a Series of Performances of a very interesting nature composed of DIVERS EQUESTRIAN, GYMNASTIC, ACROBATIC, EQUILIBRISTIC, and NOVEL ARENIC SPORTS of various descriptions,—performed by Clever Artistes—both Ladies and Gentlemen.

A costly Zoological collection of
FORMIDABLE ANIMALS—
AFRICAN LIONS, CEYLON ELEPHANTS, ROYAL BENGAL TIGERS, CYNOCEPHALUS PORCARIA, BOA CONSTRICTOR, &c., &c., &c.
And the Finest collection of HORSES and PONIES from all parts of the World, educated to perfection, forming an excellent place of RECREATION and INSTRUCTIVE PASTIME.

SIGNOR CHIARINI
has the honour to announce that this will be the
FIRST APPEARANCE
in Hongkong of
A DEN OF ROYAL AFRICAN LIONS.
To behold this Sensational Feature alone is worth the Price of Admission.
For Particulars see future announcements.

FRANK G. WILSON, Advance Agent. | L. MAYA, Secretary.
Hongkong, 6th April, 1886. [724

THE HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their WHARVES at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANDISE in FIRST CLASS GRANITE GODOWNS at CHEAP RATES. Also COALS in specially constructed Sheds.

For the convenience of Commanders and Storers the Company's launch *Hongkong* will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf every Hour from 6 A.M. to 5 P.M., and from the Wharf at Kowloon at the half-hour.

For Further Particulars, apply to
W. KERFOOT HUGHES.
Agent,
Pedder's Street.
Hongkong, 16th February, 1886. [374

JARDINE, MATHESON & Co.'S PIERS AND GODOWNS, WEST POINT.

THESE are now in working order. Steamers are berthed at the Wharf, and Cargo received and stored at Cheap Rates.

The Godowns are Two Storied, Dry, Airy, and well suited for the Storage of Silk, Cotton, and Woollen Piece Goods as well as General Merchandise.

ADVANCES MADE ON CARGO STORED.

For Rates and Further Particulars, apply to the
MANAGER,
or to
JARDINE, MATHESON & Co.
Hongkong, 1st December, 1885. [37

NOTICES TO CONSIGNEES.

STEAMSHIP "IRAOUADDY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, Ex S. S. "GANGE," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-MORROW (MONDAY), the 5th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after MONDAY, the 12th instant, at NOON, will be subject to rent and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before the 14th inst., (WEDNESDAY), or they will not be recognized.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 4th April, 1886.

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "NESTOR." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 6th inst., for shipment per steamer "ACHILLES."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd April, 1886. [676

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "NESTOR," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th inst.

Goods undelivered after the 12th instant, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd April, 1886. [676

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "PEMBROKESHIRE," FROM HAMBURG, ANTWERP, LONDON, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk, into the Godowns of the undersigned, at Wanchai, behind the premises known as No. 3, "Blue Buildings," whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 7th inst., will be subject to rent at the rate of one cent per package per day.

All Claims against the steamer must be presented to the Undersigned on or before the 7th April, 1886, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 1st April, 1886. [649

INTIMATIONS.

THEATRE ROYAL, CITY HALL.
MANAGER ..... NEIL O'BRIEN.
Patron:
HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT,
THE HON. W. H. MARSH, C.M.G.
ENTHUSIASTIC RECEPTION OF THE MASCOTTE OPERA COMPANY.
THIS (TUESDAY) EVENING, the 6th April, 1886.
POSITIVELY THE LAST TIME OF GILBERT AND SULLIVAN'S COMIC OPERA
"THE MIKADO,"
Mikado, Mikado, Mikado, Mikado } LAST TIME OF "THE MIKADO," { Mikado, Mikado, Mikado, Mikado
"THE MIKADO,"
CONDUCTOR ...Signor M. A. VALENZA.
By kind Permission of Colonel FOSTER and OFFICERS, THE BAND OF THE 58TH REGT. will play Appropriate Selections during the Evening.
Doors Open at 8.30. Overture at 9 precisely.
Box Plan now open at KELLY AND WALSH'S (LIMITED).
Hongkong, 5th April, 1886. [723

THEATRE ROYAL, CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB
have the honour to announce that the THIRD PERFORMANCE OF THE SEASON,
will take place
TO-MORROW (WEDNESDAY) EVENING, the 7th April, 1886, at 9 P.M.,
when will be produced
A COMEDY BY J. PALGRAVE SIMPSON, ENTITLED
"HEADS OR TAILS,"
AND THE SUCCESSFUL FARCE
"CHISELLING."
The proceeds of this Performance will be devoted to PUBLIC CHARITY.
TICKETS, $2 each, may be obtained from Messrs. LANE, CRAWFORD & Co. on and after FRIDAY, 2nd April, at 9 A.M.
H. M. THOMSETT,
Hon. Secretary.
Hongkong, 29th March, 1886. [667

HONGKONG CHORAL SOCIETY.

A CONCERT IN AID OF THE FUNDS of the CITY HALL will be given on WEDNESDAY EVENING, the 14th inst.
Further Particulars will be announced.
Hongkong, 5th April, 1886. [717

TENDERS will be received by the Undersigned on or before the 8th instant, for Conveyance to Malta, of the Undermentioned COMBUSTIBLE STORES, under the Regulations of H. M. TRANSPORT SERVICE.
FILLED CARTRIDGES .. 40 Tons.
FILLED SHELL .....16½ Tons.
The lowest or any Tender will not necessarily be accepted.
W. H. LOBB,
Naval Storekeeper.
H. M. Naval Yard,
3rd April, 1886. [720

NOTICE.

FOR the Convenience of Customers, the PRODUCTIONS of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL FOR CASH, at No. 3, Peel Street, at the same Prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.
JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th July, 1885. [34

NOTICES OF FIRMS.

A. S. WATSON & Co., LIMITED.

MR. HARRY ARNOLD WOOLNOUGH is appointed SECRETARY of the above named Company and is authorized to SIGN for it in that Capacity.
JNO. D. HUMPHREYS,
General Manager.
Hongkong Dispensary,
3rd April, 1886. [719

NOTICE.

MR. EDMUND SINGLETON WHEALLER has This Day ASSUMED CHARGE of our Business in this Colony, and is authorized to SIGN our Firm per procuration.
ADAMSON BELL & Co.
Hongkong, 3rd April, 1886. [706

NOTICE.

WE the Undersigned have THIS DAY Established ourselves here as GENERAL MERCHANTS and COMMISSION AGENTS under the Style or Firm of SCHEELE & Co.
ALFRED SCHEELE,
CARL RUSCH,
RICHARD ABESSER,
GUSTAV ATZENROTH,
No. 2, Stanley Street.
Hongkong, 1st April, 1886. [692

HONGKONG & SHANGHAI BANKING CORPORATION.

DURING the ABSENCE of the Undersigned, Mr. JOHN WALTER has been appointed ACTING CHIEF MANAGER of the Corporation.
By Order of the Board of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 30th March, 1886. [684

THE RICHMOND TERRACE ESTATE AND BUILDING COMPANY, LIMITED.

MR. JOHN WILLMOTT is appointed SECRETARY of the above named Company.
JNO. D. HUMPHREYS,
General Manager.
Hongkong, 2nd April, 1886. [705

NOTICE.

DURING the Absence of our Mr. C. D. BOTTOMLEY, Mr. THOMAS EDMUND DAVIES is authorized to SIGN our Firm per procuration.
DOUGLAS LAPRAIK & Co.
Hongkong, 16th March, 1886. [582

NOTICE.

I HAVE THIS DAY Re-Established myself in Business at this Port under the Name of GEO. R. STEVENS & Co.
GEO. R. STEVENS,
Pedder's Street.
Hongkong, 24th March, 1886. [632

NEW ADVERTISEMENTS.

TO LET—FURNISHED.

A HOUSE with 6 GOOD ROOMS, BATH ROOMS, and VERANDAHS, Back and Front, conveniently situated, with a good view of the Harbour. Rent $65 a month.
Apply to
MR. A. P. STOKES,
Supreme Court House.
Hongkong, 6th April, 1886. [731

TO BE LET.

"CRINGLEFORD," ROBINSON ROAD—FURNISHED, for Summer Months. No. 9, MOSQUE TERRACE—Immediate Possession.
GODOWN at WANCHI. Water Frontage.
Apply to
LINSTEAD & DAVIS.
Hongkong, 6th April, 1886. [591

CONSULAR NOTIFICATION.

HAWAIIAN CONSULATE GENERAL
Hongkong, 5th April, 1886.

THE following NOTICE is published for general information:—
W. KESWICK,
Consul General.

REGULATION

AMENDING THE REGULATIONS FOR THE CONTROL OF CHINESE IMMIGRATION

INTO THE HAWAIIAN KINGDOM MADE AND PUBLISHED ON THE 1ST DAY OF SEPTEMBER, A.D. 1885.

By virtue of the authority conferred upon me by a Resolution of His Majesty, in Cabinet Council, passed on the 13th day of July, A.D. 1883, I hereby make and proclaim the following Regulation in regard to the admission of Chinese passengers into this Kingdom, viz:—

From and after the first day of April, 1886, no Chinese passenger shall be allowed to land at any Port in the Hawaiian Kingdom unless such passenger be the bearer of a passport, in due form and legally issued to him or her under the provis

INTIMATION.

NEW KINDS OF
PHOTOGRAPHIC ALBUMS,
ENGLISH CUT GLASS BOTTLES,
DOULTON WARE,
AND
FANCY GOODS,
LEFT OVER FROM XMAS,
will be sold at
REDUCED PRICES
during the continuance of this advertisement.

A. S. WATSON & Co.,
LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 20th February, 1886. [22

NOTICE TO CORRESPONDENTS.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

The Daily Press.

HONGKONG, APRIL 6TH, 1886.

IN considering the means of raising additional revenue, supposing the Legislature, in the face of our large annual surplus, still consider that necessary, it is important that first principles should not be lost sight of. "The freedom of the port" is a phrase which is in every one's mouth, and we are exhorted in relation thereto not to sell our birthright for a mess of pottage. But what is meant by the freedom of the port? Is it simply that there shall be no Custom House, or that shipping frequenting the harbour shall be exempt from all charges? In the latter sense the port has already ceased to be free, for a revenue is derived from the light dues in excess of the amount required for the maintenance of the lights. Some time ago an attempt was made to secure the removal or reduction of the light dues, and was supported by the mercantile community on the ground that no burdens ought to be laid on shipping in this free port. At the last meeting of the Legislative Council, however, the Hon. W. KESWICK expressed the opinion that the shipping frequenting our harbour and the commerce centring here ought to contribute to the revenue. This is a position which might be supported by very forcible arguments, but still more forcible ones may, we think, be adduced on the other side. For our own part, we wish to see the freedom of the port maintained as an actuality, not merely as a fiction or figure of speech. Not only should we object to the establishment of Customs dues, but we object also to the imposition of light dues, to taxes on bills of lading, and to all the other taxes on commerce so ingeniously imposed by the Stamp Act, and which it is now proposed to further increase. Shipping and commerce are the very breath of life to the colony, and ought to be as free as air. To tax shipping in a port like Hongkong seems to us as injudicious as it would be for a shopkeeper to make a charge for admission to his shop. Still, the arguments by which Mr. KESWICK's position may be supported are well worth attention. A tax imposed on shipping might be arranged on such a basis that it would not be greatly felt in individual cases while in the aggregate it would yield a large revenue; and if a vessel now and then gave the place the go-by as a port of call in consequence of such taxation, the public would probably never know anything about it, but would enjoy the bliss of ignorance. Again, the same arguments which have been used in favour of an increase of the Stamp duties apply with equal force to a tax on shipping. The machinery for its collection already exists, and we can calculate with precision what the tax would yield. All that has to be done is to collect an extra two cents a ton by way of tonnage dues when the light dues are collected, and the colony is at once placed in receipt of an additional revenue of $100,000 or thereabouts. Nothing can be simpler. Nevertheless, we must confess we like the plan almost as little as we do the Stamp duties, though it possesses the merit of being a more straightforward way of taxation. Every one subject to the tax would know exactly what he had to pay, whereas the Stamp duties are attended by all the annoyance of petty pilfering—a little taken here, and a little there, wherever it is thought a little will not be missed. Both the Stamp duty and specific charges on shipping are objectionable, but if it be once conceded that the shipping is a fair subject of taxation we have in it a veritable milch cow which would yield all the milk the Colonial Treasurer requires and admit of a reduction in the house tax to boot. The doctrine of the freedom of the port in its fullest sense would of course have to be thrown to the winds, even although no Custom House threw its shadow over the harbour. It may of course be argued that the shipping should pay for the conservation of the harbour, should contribute towards the cost of the Water Police, and should pay for the maintenance of the Harbour Master's establishment. The argument in plausible, but on examination will be found to be pernicious. The light dues were only to be imposed until the lights were paid for, but they are still maintained, although the cost of the lights was covered long ago. It would inevitably be the same with any other tax imposed on shipping: it would be made to contribute to the general revenue. The small charges we have enumerated must be set down as expenses incidental to the business of the colony, and they make but a small show in the account against the immense benefits received from the shipping trade—the trade by which the colony exists and which it should be our object to facilitate and extend by every means in our power. As to the freedom of the port, it seems to us to be distinctly infringed both by the light dues and the tax on bills of lading, whereas we are at a loss to conceive in what way a tax on spirits consumed in the colony could in any way be construed into such an infringement. At present, however, the Legislature is apparently all in favour of taxing trade and commerce pure and simple rather than articles of luxury. The wanderings of our Councillors in Bypath Meadow—otherwise their deliberations in the secret Finance Committee—do not seem to have been favourable to their politico-economical well-being.

The German gunboat *Iltis*, Commander Höfmeier, arrived here yesterday from Amoy, which port she left on the 3rd instant.

The British steamer *Japanese* left Aberdeen dock, and the American ship *C. F. Sargent* left the Cosmopolitan dock yesterday.

We are requested to announce that Mrs. Marsh's usual Garden Party at Government House will not take place this week.

The Mascotte Opera Company will to-night, at the Theatre Royal, repeat their performance of Gilbert and Sullivan's new and popular opera "The Mikado."

The Agents (Messrs. Russell & Co.) inform us that the E. & A. S. S. Co.'s steamer *Calterthun*, from Sydney and ports of call, left Singapore for this port on Sunday.

We learn from the *Hupao* that Prince Chün will take a trip to the South some time in April. The object of his intended visit will be in connection with the Southern coast defence.

His Excellency S. Popoff, Russian Minister to China, is a passenger per the French mail steamer *Ava* from Shanghai for Marseilles. His Excellency is accompanied by Madame Popoff.

His Excellency Major-General Cameron, C.B., returned by the Messageries Maritimes steamer *Ava* on Sunday, from Shanghai, whither His Excellency had gone to inspect the Shanghai Volunteer Corps.

The *Amoy Gazette* says that Mr. R. J. Forrest, H.B.M. Consul at that port, left there on the 29th ult. with Mrs. Forrest in the steamer *Menelaus* for Europe. Mr. J. N. Jordan remains in charge of the British Consulate.

Captain Fawcett, late chief officer of the *Tamsui*, who brought the dredger *Anding* out, has, the *Mercury* notices, been appointed to the command of the *Tamsui*, in place of Capt. Vardin, who has gone home to bring out a new steamer for the Company.

The *Shên-pao* states that H.E. Tong Shau-chiu took over the seals of the Shanghai Taotaiship at 6 a.m. on the 30th ult., and many officials were present to congratulate him. Shao Taotai was to leave Shanghai for Peking, per steamship *Haean*, yesterday, the 5th inst.

With reference to the draft Stamp Ordinance published in Saturday's *Gazette*, we are requested to state that the whole schedule is under consideration, and, as it is probable considerable modifications will be recommended, any opinions formed as to details must necessarily be premature.

The *Hupao* says that on account of the unsatisfactory condition of the arms which were formerly purchased for the Peking Government, the Chinese Ministers to Foreign Courts are instructed to select one or two of their Attachés who shall be qualified for inspecting arms and munitions of war whenever the Government may purchase them.

According to the *Hupao*, Li Hung-chang started from his yamen in Tientsin on the 18th March, for Peking, to accompany the Emperor on his journey to worship his ancestral graves. The Viceroy was followed by a large retinue, and the Customs' Taotai of Tientsin was entrusted with the despatch of business at the Viceregal Yamen, but matters of great importance are still forwarded to His Excellency for consideration.

We (*N. C. Daily News*) understand that instructions have been sent from Peking to the Provincial Authorities all over the Empire to furnish returns showing the number of Lekin Stations in the different districts under their control, and the tariffs charged at them. If this information is accurately furnished it will be of great importance to foreign merchants, and the orders to give it have, as might be expected, proved very distasteful to the mandarins.

We learn by private letter from Assouan, Egypt, that Captain Lewis, of The Buffs, lately A.D.C. to His Excellency Sir George Bowen, has accepted service in the Egyptian Army, and signed an agreement for two years. He gets the local rank of Major. The Buffs have seen no active service in Egypt so far, and the dust and flies are at present their most active tormentors, Colonel Graves, Major Jackson, and Lieut. Mitford have obtained a short leave of absence.

The annual meeting of the Shanghai General Chamber of Commerce was to have been held on the 29th ultimo, but there was not a sufficient number of members present to form a quorum, so the meeting was adjourned to that day week. The annual meeting of the shareholders in the Selangor Tin Mining Company of Shanghai, which was to have been held on the same day, was also adjourned to the 5th April in consequence of the absence of the Chairman, Mr. Drummond.

The *Shên-pao* says:—Besides the import of opium, from Kwangtung, the export of tea is a large business in Kinkiang. We have lately heard that on account of the river near Hankow being difficult for steam-boat navigation, all the European tea buyers will ship their tea at Kiukiang this year, and consequently the Chekiang and Canton tea merchants have arrived at Kinkiang in great numbers, to open new establishments for the coming season. All money for the purchase of tea is forwarded through the Chinese Post Office Chang Sui Poong. The tea business in Kinkiang will no doubt increase year after year.

The *Shanghai Courier* says that the offices of the China Merchants' Company in Foochow Road, Shanghai, are shortly to be illuminated with electricity. The lamps are now being put in place, and the foundations for the dynamo and engine are being laid. The system will be Edison's Incandescent, which has been found to be the best for general illuminating purposes. The supply of the electricity will be generated on the premises, and the machinery and lamps are being put in under the superintendence of Mr. A. Thompson, of the China and Japan Telephone Company.

The Shanghai *Hupao* states that the Kiangnan Arsenal has at all times bought munitions of war for the use of the province of Yunnan, and it has been customary for a weiyuen to be sent to Shanghai, who would take charge of them. Last winter, 1,000,000 Remington cartridges were ordered for Yunnan, and they have been here for several months, but no one has yet been deputed by that province to take them away. The manager of Kiangnan Arsenal considers that Shanghai, being situated on the coast, is too damp for storing munitions of war, and therefore petitioned the higher authorities to send a despatch to Yunnan and hasten the arrival of the weiyuen, who should take charge of the cartridges.

On our front page will be found an intimation from the Hawaiian Consul-General in this port of a new regulation made by the Hawaiian Government amending the regulations for the control of Chinese immigration into that kingdom. From and after the 1st inst., according to this new regulation, no Chinese passenger shall be landed at any port in the Hawaiian Islands unless such passenger be the bearer of a passport legally issued. The provision in Regulation I. of the Regulations made in September, 1885, which allowed the landing of twenty-five Chinese passengers from any one vessel at any Hawaiian port is rescinded by the new regulation. All Chinese passengers to Honolulu must, therefore, in future be provided with passports.

We have received a preliminary programme of the Police Sports, which are fixed for the 17th inst. The programme contains no less than 30 events, and from their varied and in many cases novel character, the sports should be among the most interesting that have been held here. All the events commonly met with at athletic sports are included, and besides those we may mention various others, such as throwing the hammer, hop, step, and jump, egg and spoon race, wrestling by European police in Cumberland style, sword dance, reels, &c., competition as to the most characteristically dressed Highlander, bagpipe competition, bucket of water race, and a race in full equipment. There are several tugs of war, and all are with the condition that no sitting down to pull is allowed, but the competitors will have to stand up to their work.

The French cruiser *Roland* arrived at Woosung on the 30th ult. from Hongkong. The ironclad frigate *Turenne* anchored in Side Saddle Bay, and Admiral Rieunier proceeded to Woosung in the *Roland*, and went on up to Shanghai. The *Turenne* was expected to get up to Woosung shortly, but her great draught would prevent her ascending the Hwangpoo to Shanghai.

On Saturday afternoon a mishap befel the U.S.S. corvette *Alert*, Captain Barclay. The vessel left Canton at high water that afternoon for Hongkong, in charge of a pilot, but she failed to get over the bar between Canton and Whampoa, and went aground on the Spark Rock. Preparations were at once made to lighten the vessel, but fortunately on Sunday afternoon there was an exceptionally high tide, and she was floated off without any trouble. The steamer *Hankow* passed her when on the way down to Hongkong yesterday morning, and the *Alert* was then lying at anchor a short distance from the place where she went aground. It is believed that the corvette has sustained little if any damage from her mishap.

The Shanghai *Courier* of the 31st ult. says that "the transport steamer *Loeyuen* went on a trial trip on the 30th ult., but got aground near Gough Island and was unable to get back that night. We understand that her new boilers, which have been supplied by the Old Dock, were in every way satisfactory. Her engines, which have had some extensive alterations, in the way of a new high-pressure cylinder, etc., worked admirably, and without a hitch. Captain Simms is still in command, and the engine-room is under the able control of Mr. Marshall. The *Loeyuen* came up next morning, and is now loading guns and munitions of war at the Associated Wharves, after which she will go to Russell & Co.'s Pootung Wharves and there complete her cargo by taking in the war materials *ex Rhodope*. She will then, we understand, proceed to some Northern port, either Port Arthur or Newchwang."

The *Diamante*, which arrived here yesterday morning, brought over from Manila Signor Chiarini's great Circus and Menagerie. The steamer went alongside the P. & O. Pier at West Point, and there landed all the live stock consisting of lions, elephants, tigers, zebus, or the sacred cattle from India, educated dogs, cynocephalus, living serpents, monkeys, emus, birds from Australia, &c., &c., which went off in procession to the site of the spacious pavilions which are erected in their usual place at Bowrington. As may be imagined, the beasts in their cages were objects of very great interest to the Chinese all the way along the route. After landing the animals the *Diamante* proceeded to her moorings in the harbour, and there discharged the circus baggage, materials, fittings, and all the innumerable paraphernalia connected with it into lighters which were taken to Wanchai. As advertised on our front page, the first performance of this powerful troupe of fifty high class performers and assistants will take place this evening. By kind permission of Colonel Foster and officers, the Band of the Northamptonshire Regiment will play during the evening.

LATEST TELEGRAMS.

LONDON, 3rd April.

NEW SERVIAN MINISTRY.

A new Ministry has been formed in Servia by M. Ristics.

THE INTER-UNIVERSITY BOAT RACE.

Cambridge won the Inter-University Boat Race by a quarter of a length after a severe struggle.

[Last year Oxford won by three and a half lengths. This year's victory gives Cambridge nineteen wins against twenty-three scored by the Dark Blue.—ED. *D.P.*]

SUPREME COURT.

5th April.

IN BANKRUPTCY.

BEFORE THE HON. SIR GEORGE PHILLIPPO, CHIEF JUSTICE.

IN RE GEORGE HOLMES, BANKRUPT.

Mr. Wotton appeared for the bankrupt, Mr. Caldwell for the creditors.

The bankrupt now came before the court by adjournment on the application for his discharge, having passed his final examination.

His Lordship said that when the bankrupt came up to pass his final examination Mr. Caldwell, who represented some of the creditors, did not oppose his passing, or a day being fixed for his discharge. On his coming up to receive the order of discharge Mr. Caldwell said he did not oppose further than to call the attention of the court to the report of the Official Assignee with regard to the conduct of the bankrupt, and he left the matter in the hands of the court. His Lordship had heard what explanation Mr. Wotton had been able to give with regard to his client's conduct in the matter, and he had taken some further time to consider the case, as he was not quite satisfied that the explanation given had properly cleared the matter up. With regard to what had been said as to the prisoner recklessly signing the passage tickets and receipts, his Lordship intimated that he thought it was done without due regard to the responsibility he was incurring, but he was of opinion that he had been more than sufficiently punished for any recklessness he might have displayed in that matter. It was a practice, his Lordship was informed, which was carried on by all passage brokers in the colony in the ordinary course of business. With regard to the $240 in cash which the bankrupt had kept in hand and not handed over to the Official Assignee, it was usual in these cases to allow the bankrupt some means of appearing before the court and obtaining his discharge, and it was not usual to look very hardly into a small sum like that being retained by the bankrupt for his expenses in endeavouring to get his discharge. With regard, however, to the bill of sale which the bankrupt gave upon his furniture his Lordship thought then, and he was still of opinion, that the bankrupt's conduct was highly reprehensible. He had obtained time from the court under circumstances which he ought not to have so taken advantage of. His Lordship had looked the matter over, and he had considered the construction placed upon the 142nd Section of the Bankruptcy Act in a decision by Lord Westbury. In this decision it was held that unless a bankrupt brought himself within this 142nd Section the court had no power to refuse to grant his order of discharge. This conduct on the part of Mr. Holmes did not bring him within the scope of that section, and his Lordship saw no reason why the order of discharge should not be granted, leaving it to any creditors who might consider themselves injured by the bill of sale to take such steps as they might be advised to upset it as a fraudulent bill of sale.

The bankrupt then obtained his order of discharge.

POLICE COURT.

5th April.

BEFORE MR. E. MACKEAN.

OPIUM CASES.

Au Kan Fun, Ho Chun Hi, Cheung I Shing, Chang Kwai Un, and Yu Apo were all brought before the court on charges of having been in possession of prepared opium without permits from the opium farmer, and being convicted were fined $5 each.

Li Achi, shop coolie, was fined $3; Fung Kam Sing, master of a junk, $25; Ko Man Li $10; and Chun Ng $10, for offences of a similar character.

Wong Ahoi, unemployed, and Tsoi Aka were also convicted of like offences, and in default of paying penalties of $100 each they were both sent to gaol for three months' hard labour.

DRUNKENNESS, ETC.

James Smith, unemployed seaman, was fined 50 cents for having been helplessly drunk in the street on Sunday.

O'Toomi, an unemployed Japanese barber, was fined $1 for drunkenness and disorderly conduct.

Robert Irwin, seaman, was fined 75 cents for disorderly conduct in the street.

LARCENIES.

Ching Atuk, fishmonger, was convicted of stealing a brass bowl, value $1, from the shop of one Ng Hoi Tsun, in Wing Lok-street, on the 3rd inst., and he was sentenced to six weeks' hard labour and three hours' public exposure in the stocks at the commencement and end of his sentence.

Choi Asau was sentenced to six months' hard labour for stealing six hams belonging to Sin Afu, godown keeper in the employ of the Kow Fung Hong.

CHARGE OF BURGLARY AGAINST PORTUGUESE.

Gonsalves de Souza, Maximiliano Vicente de Aguila, Sinibaldo Sanches, and Joao Antonio Souza were brought up in custody charged with burglariously breaking into the house of Francis Collaço, signalman at Victoria Peak, and stealing therefrom a telescope, a fowling piece, four handkerchiefs, &c., to the value of $120, on the 1st April.

Only a small amount of evidence was taken at this hearing, it merely being shown that in the absence of Collaço the house was entered by breaking a pane of glass in one of the windows and then unfastening and opening it. When the complainant's coolie came home he found the window open, the wardrobe also broken open and the contents overhauled. The desk also had been opened and ransacked, and the articles stated were missing.

The case was remanded.

SHANGHAI VOLUNTEER CORPS—ANNUAL INSPECTION.

The fact that His Excellency Major-General Cameron, Commander-in-Chief of the Forces in Hongkong and the Straits Settlements, had offered to make a trip to Shanghai this season for the purpose of personally inspecting our local Volunteer Corps, invested the annual inspection this year with an extraordinary degree of interest. Tuesday (30th March), the day of the inspection, broke wet and gloomy; but fortunately the sky cleared in the middle of the day, and the sun shone out brightly, bringing the ground within the Race Course into capital condition for military evolutions. The residents of the Settlements assembled in hundreds to watch the evolutions of the Volunteers, and those of the men of the *Ouvrie*, who attended as an escort for General Cameron; while thousands of Chinese thronged round the course. The whole Force mustered in the Central Police Compound at three o'clock, a high percentage of every branch of the Corps turning out. The Artillery, under Captain Barnes Dallas, with whom were Lieuts. Noel and Lamond, mustered 43 officers and men, manning the four guns recently presented by the British Government. The Light Horse numbered 32, under command of Lieut. de Malherbe and Adjutant Hough, Captain Keswick being in attendance on General Cameron. Of the four infantry Companies, No. 1 showed 26 file, under Captain Morrison and Lieuts. Dowdall and Cary; No. 2 had a front of 17 file under Captain Bright, and Lieuts. Anderson and Gurney; No. 3, 16 file under Captain Lanning and Lieuts. Burgoyne and Lewis; and No. 4, 11 file, under Captain Dausenberg and Lieut. Senna. The Infantry Companies thus numbered, with officers, sergeants, and supernumeraries, upwards of 160 men, and the whole Force, including the Band under Chev. M. Vela and the American Force from the *Omaha*, totalled fully 400 men. The Volunteer Force was under command of Major Holliday; and Surgeon-Major Henderson was attached to the Staff.

Soon after 3 o'clock the inspecting officer, General Cameron, arrived at the Police Compound, attended by Lieut. Somerville and Capt. Keswick, and individually inspected every member of the Corps. The whole Force then marched off to the Race-course by way of Honan and Nanking Roads.

Captain Selfridge, of the U.S.S. *Omaha*, had spontaneously offered to provide an escort from his ship to accompany the General and the offer had been accepted. The escort consisted of 130 marines and sailors, under the command of Lieut W. W. Gilpatrick, with Lieut. P. St. C. Murphy, as adjutant, and Lieutenants M. A. Shufeldt, C. H. Harlow, G. and W. Brown and Cadets J. W. Tawresey and G. R. Evans.

After the review General Cameron said—Major Holiday, officers, non-commissioned officers, and men of the Shanghai Volunteers, it has afforded me very great pleasure to come here and inspect this Corps, composed, I believe, of all nationalities, and forming a very good specimen of how well all people—Volunteers and others—pull together in this Settlement. Nothing could afford me greater pleasure than to see everybody shoulder to shoulder for the common good. I have had a great deal to do with Volunteers. I had 73,000 under my command in the Northern District, representing one-third of all the Volunteers in England; and therefore I ought to know something about Volunteers. I am colonel of a Volunteer regiment at home, and I take the greatest interest in volunteering, and whatever I say you may depend upon it is said for their good. The best friend is always the one who speaks openly, and points out what there is to be improved. Now, taking Volunteers in general—and I hope I am not speaking humbug; I have got some about me who have been with me in England, and who also know something about Volunteers—I should say that on the whole you compare very favourably with most of the Volunteer Corps at home. You have a great deal to do here; and you cannot afford even the same amount of time that the Volunteer has at home. A good many Volunteers at home manage to put in their sixty and seventy drills a year; and you do not do that, I know. I do not suppose there is anybody here who puts in much more than twenty. Am I right, Mr. Holliday?—(Major Holliday assented).—Now all the Volunteers can expect to do in such a very short time is to lay a good foundation—to have a good system of instruction; so that if danger comes and you are called out, at all events you have a good foundation to work upon. Now as far as I have seen—and I wish I had had more opportunity of seeing you—you have a very fair system of instruction; but there ought to be a little more military shooting. You all fire simply like civilians—individual firing—every man for himself. But you must recollect that nearly all military firing—all shooting in action—is combined firing; individual firing plays a very small part in comparison; and therefore I should like to see you—if it can be managed at the range—practise rapid volley-firing, even if they are small volleys—section volleys—because it is necessary in action that you should not only fire with precision, but with rapidity. I should therefore like to see rapid independent firing, rapid volley-firing, and so on. Major Holliday will know exactly what I mean. In every Volunteer force, although the mass of the men may not have very much time to devote to soldiering, at all events there must be some who will be able to afford more time for it than others; and the great thing is to have a certain nucleus—a certain number of officers—who are able to teach the others what to do. Now as far as I can assist you I will do everything in my power; and if any of your officers come to Hongkong and want to learn, I will do everything in my power to help them. In England, as everybody knows, a certain number of non-commissioned officers from the regular forces are attached to Volunteers, and a great deal of instruction is afforded to them that you cannot get here. You are dependent very much upon yourselves; and therefore I think it would be a very good thing if you could have even a very small portion of your number better instructed. I hear that your lectures for officers—and I am sorry I have not had an opportunity of attending one—are merely lectures on ordinary drill. But it ought to go beyond that. Drill is nothing in itself. It is very necessary, but it is only an instrument. What can drill do, until it is applied? You must learn how to apply it; and there a lecture, as a preliminary to practice on the ground, is a very useful thing. I do not know whether it can be managed—I am only speaking of things as they occur to me;—but if something like the war game could be got up, which contains all the principles of war, I think it would be a very good thing. Then I think it would be a very good thing to introduce Morrss's tubes. They are used everywhere now. They would get you into habit of changing your range and firing quickly at whatever object may be presented; and I think you would like the practice. With regard to attack practice, what you have been doing—and I think I said the same thing to you on Saturday—is mere drill; and that of course has to be applied. You have to know exactly what to do in all the circumstances of the different stages of the attack. That of course is not to be learnt in a day. I speak to a very intelligent community, I should say, in Shanghai. There must be members here who have gone through the training that is found necessary in foreign armies, and they will tell you that it takes more trouble perhaps to make a good soldier than any other profession. Now with regard to the cavalry, I understand you have no carbines; they have been applied for, but it has not been possible to supply them. I hope we shall be able to get them for you. The Light Horse would of course be chiefly used for scout purposes—to do the reconnoitring and mounted work. We have to teach our cavalry to do an enormous amount of this work—all dismounting, one man perhaps holding four or five horses, and the others pouring in a rapid fire and then getting on their horses and off again. Now I hope you have thought of that, and that it is intended to train the cavalry in that sort of work. I was told on Saturday that you had no outpost work, or anything of that sort; and I think a little attention might be paid to that. With regard to drill, there is nothing like making a lot of movements one after another as rapidly as possible at the trot. I have had something like six battalions, and that is how we did. We knocked them about at the trot; and it was marvellous how we got them to work. That sort of work at the halt is neither good for horse nor man. With regard to the Artillery, well I do not know how two of those ponies do to a gun; but I suppose it is an expensive affair to the Municipality. They certainly draw them very well; but four would be better. I understand that the harness sent out to you the other day does not fit? (Major Holliday.—No, Sir).—Well, I must help you in that. Write to me what you want, and I shall be very happy to do anything I can for you. I think I have said all that I have to say; I did not come here to make speeches, and I did not come here simply to inspect you. I came to afford you instruction, and what assistance I could, in every way. Saturday was perhaps a more instructive day to me than to-day; but I thought I should see you all working together—the three arms of the service—cavalry, infantry, and guns. Then we should have got through the work much quicker, and it would have been much simpler. But you apparently do not work together. I came here expecting to see you a perfect little army. In fact I should have liked to have devoted a great deal more time to the infantry work; but then one is here, there and everywhere—first having a look at the infantry, then at the guns, and so on; while if you had worked together, I could have watched you all at once. Still, as I said before, I am very much pleased to see so fine a body of men together—with. I am quite sure, their hearts in the right places; and I congratulate the Municipality on having a body of fine fellows willing to devote their time to the good of the community.

Mr. Peter Maclean, on behalf of the Municipal Council, cordially thanked General Cameron for coming to Shanghai to inspect the Volunteers, and said he was perfectly satisfied that the men would do everything in their power to raise themselves to the level of the General's expectations.

General Cameron deprecated the idea that the Volunteers had not come up to his expectations; but he thought it was an important thing to have a sound public opinion, and there were lots of people who seemed to think that a soldier could be made in a day. The Shanghai Volunteers had no doubt done as much as they could, and they were the nicest lot of fellows he had seen for a long time.

The Corps, led by Mr. Maclean, then gave three hearty cheers for the General, who bade them good evening and left with his staff. The Volunteers then marched to the Police Compound. In dismissing the men, Major Holliday remarked that General Cameron had perhaps been a little rough on them—and especially on the officers—considering that the inspection had to be held before they were fully prepared for him; but this was better than giving them too much sugar. They would bear the lesson in mind for the next training season.—*N. C. Daily News.*

THE LOSS OF THE INDO-CHINA STEAMER "SEEWO."

A Naval Court of Inquiry was held at the Supreme Court, Shanghai, on the 27th March to investigate the circumstances attending the loss of the Indo-China S. N. Co.'s steamer *Seewo* near the Taichow Islands. The Court was composed of Mr. C. M. Ford, H.B.M.'s Vice-Consul, President; Lieut. J. F. Mills, H.M.S. *Pegasus*; Capt. G. Scrivener, P. & O. steamer *Hydaspes*, and Capt. N. G. Geake, steamer *Glenroy*.

Richard Hankinson said—I am a master mariner. Previous to joining the Indo-China S. N. Co.'s employ, I was in command of a sailing vessel. I was appointed to the command of the Indo-China Co.'s steamer *Seewo* in October, 1885. I hold a Hongkong certificate, dated 1882. My certificate was lost in the *Seewo*.

Captain Hankinson then read the following:—

Log of the steamer *Seewo*, from Shanghai towards Amoy.

Left Shanghai 17th March, at 3 a.m., had moderate and hazy weather; passed Steep Island at 8.30; altered course for Tongting, which was passed at 10.55 p.m., two miles off. Set patent log, and altered course S.W. by S. ½ S. March 18th, at 2.40 a.m. sounded in 11 fathoms, mud bottom; kept ship on same course. 4 a.m. came on dense fog. 5 a.m. stopped engines and sounded in 9 fathoms, mud bottom. Altered course S. ½ W.; 63 miles on patent log. 6 a.m. sounded again in 9 fathoms; kept ship on same course. About 7.30 a.m., as near as I can remember, stopped engines to get a cast of the lead; but before it could be have I sighted land right ahead. Put engines full speed astern, and helm hard-a-port; but unfortunately she struck a rock, which was very steep, with 13 fathoms close alongside. Ship struck very easy, as the shock could be scarcely felt in the engine-room. Stopped engines when she had backed off, and went slow; turned her round, and put her head south, when I lost sight of the land again; sounded the fore hold and found 7 feet of water in the hold. Started the pumps as quick as possible, but I found the ship settling down fast. Ordered all boats to be got ready, which was done. In the meantime I was trying to find a place to beach the ship, but could not do so, as I could scarcely see a ship's length. Kept ship on various courses between W. and S.W., till I saw an opening, then I went full speed. About half an hour after she struck, I could see she would not float much longer. Ordered all boats to be lowered, which was done. The passengers were put into the life-boats, with part of the crew, and ordered to keep close to the ship; but they left the ship of their own accord, the officers having great trouble in keeping discipline. While lowering the after boat the fall unfortunately slipped off the pin, and went down by the run, the after tackle holding on, pulling the stern right out of the boat and throwing the men into the water. Three men were hauled up on deck again, seven men being drowned. As soon as I got the men on deck again, and there was no possibility of saving the others, as they had all gone down, put on engines full speed again, as the water was shoaling all the time. About 9 a.m. the ship commenced to settle down fast. I stopped on the bridge and kept her going till I saw the water on the top deck so to the fore hatch, when I stopped the engines, called the engineers up, got in the boat, which was already lowered, with 32 in it, pulled a little way from the ship, and in about three minutes she went down, head foremost in ten fathoms of water.

(Signed) R. HANKINSON, Master.
SPENCER WILDE, Mate.
T. R. GALSWORTHY, 2nd Mate.

By the Court—The crew were Chinese. The compradore had three or four hundred dollars about him, and all the Chinese who were drowned had dollars about them. The second officer was heaving the lead when she struck. We were going about ten knots. I considered it necessary to go full speed to counteract tide. I was going inside the islands. I have marked the course on this chart (handed in). The ship's papers and everything was lost. The last land I sighted before striking was Tongting. I sounded at 2.40, having passed Tongting at 10.55, not because it was getting thick but because I had not seen Pathecock and I wanted to find out how far off I was. It was a little hazy, but did not thicken till four o'clock. There being 11 fathoms showed that I was four or five miles off. I was bound to Amoy and Swatow. We passed inside the Hieshans and outside Kweshan. When I was lowering the boats I had stopped the ship. When the ship struck I had an idea that it was on some part of the Taichows. I was alongside the breakers all the time and I could not see the land, so I could not shape a direct course for the mainland; but I found the water shallowing all the time so I thought I was right in shaping the course I did. The boat's fall did not carry away; it slipped off the pin in the act of lowering. I do not know who was lowering it. We threw ropes and got everybody I possibly could to haul them up. I was told that they seized hold of one another in the water and some were killed in that way. Every effort was made by the officers to save them. When I saw there was no chance of saving any more of those in the water, I tried to take the ship ashore to save the rest of the people. When she struck she remained on only a minute and a half or two minutes. When she came off, the wells were sounded at once, and I found seven feet of water in the forehold, but none in the after hold, and I was anxious to make for the shore immediately, to beach the vessel. I felt quite confident that she was in perfect safety. I have been in the *Seewo* three years, and all the time I have only been outside the Hieshans twice.

The President—Do you usually keep the vessel at full speed in a fog when you are quite close to islands?

Captain Hankinson—It all depends on the strength of the tide. At that time I considered it necessary to go at full speed to keep her on a safe course, as there is a very strong tide there and the ship is not a fast boat. She is supposed to be a nine-knot boat. She was drawing eighteen feet. I felt quite confident that I should pass all land at least six miles off. The compasses on that course ever since I joined the ship have not deviated one degree. When the ship went down we pulled round by her stern and tried to make for the beach, being guided by the breakers. We landed on an island at the S.W. point of the Taichow Islands. We were about two hours or two hours and a half in the boats after leaving the ship, before landing. There were some people on the island, who seemed afraid at first to let us land. Afterwards they divided up the crew and took them into different houses and supplied them with everything they wanted. We were very kindly treated indeed. The passengers and some sailors landed on the north of the islands. Their boats shoved off without orders, and I never saw them again. They were in the two life-boats. There were thirty-two with us, in one boat, and the rest—about fifty—in the two life-boats. After they left we had only one boat left. There were eighty-four saved altogether. I did not know where they were until the *Swatow* came and picked us up, after having picked them up. The *Swatow* brought all the eighty-four survivors to the Lightship, and we were there transferred to a tug-boat and brought up to Shanghai. We have all lost everything, saving nothing but what we stood up in. The officer of the watch was the Second Mate, and the Second Engineer was on watch in the engine-room. We had one sailor on the look-out. I was on the bridge myself from about half past four till the time she struck. We had a quartermaster on the bridge, besides the lookout. I intended to pass outside Taichow Islands; we never go inside even in fine weather, except in the typhoon season.

Thomas Ryder Galsworthy said—I was Second Mate of the *Seewo*. I was on watch when she struck; I went on watch at four o'clock. I called the Captain about 20 minutes to 5, and he came up. At 5 o'clock he stopped the ship and took a cast of the lead; 9 fathoms, with a mud bottom. We hauled in the patent log at the same time, and it showed 68½ miles. The log was set at Tongting. The course was then altered to S. ½ W. The engines were then going ahead again, full speed. At about 7.30 I noticed some muddy water alongside, in patches, and I remarked on it to the Captain. He then told me to go out and take another cast of the lead which I was preparing to do when I heard the engine-room telegraph ring, and shortly afterwards sighted the breakers. I went forward, and when I reached as far as the foremast the ship struck. I remember hearing the Captain say, "Hard a-port." I then went by the Captain's orders to get the carpenter to sound the fore hold, and I think he found two feet of water at that time. I then had orders to clear away the boats, which we did. I found great trouble in keeping the passengers out of them; they wanting to put all their clothes and luggage into them. We several times sounded the fore hold, and found that the water was rapidly gaining. I cannot say what the Chief Mate was doing then; but he was about the deck then. He was below at the time she struck. The last time I sounded there was twelve feet, and the water was then up to our anchors outside. After getting the two lifeboats, with the passengers, firemen, and some sailors, lowered with orders to await us, I went aft to lower away the two cutters. While lowering away the port one, somebody said—I could not say who it was—that there was one boat gone. I then went round to the starboard side, and saw the starboard cutter hanging by the forward tackle, the after part of the boat being smashed. I then did my best to get the men that were in the water on board, with ropes. We pulled the second compradore on board by means of a rope, and tried to get the rope over to two more men who were drowning, and got them partly out of the water, when the rope slipped, and I did not see anything more of them. Two men had been saved before I went there. I then went round to the port cutter again, and lowered it into the water, getting the remainder of the crew into it. The Captain then came aft and told us to get into the boats, as the ship was going down. We all got into the boat, and pulled off a little distance from the ship, which went down shortly afterwards. I did not see anything of the other boats. We steered about S. W., and after some time pulling made land and got ashore. There were 32 in that boat. After two days and two nights on the island, we were relieved by the steamer *Swatow*, which brought us as far as Tungsha Lightship, and from thence to Shanghai we came by the steam-tug *Fokelin*. We were very well treated on the island—in fact, with extreme kindness. They had only one sheep on the island, and they wanted to kill that for us.

The Court then adjourned till the afternoon, and the sitting was resumed at 1.30 p.m.

Mr. Galsworthy, Second Officer, said—I hold a certificate of competency, granted at Hongkong, as chief mate.

By Captain Hankinson—Soundings were taken at 6 a.m., giving nine fathoms.

By the Court—The steam whistle was sounded at intervals from four o'clock to the time the vessel struck.

Spencer Charles Cooper Wild, Chief Officer of the *Seewo*, said—I hold a certificate of competency, as Master, issued by the Government of Hongkong. It was my watch below when the ship struck. I came off watch at four o'clock. When I left the deck it was hazy. I could see lights of fishing boats at 2.40—could see boats six or eight minutes before the ship came up to them. Later on it became thicker. The ship was going full speed all my watch. I blew the whistle every few minutes after it came on thick. When the ship struck I was just sitting down to my breakfast, having been called by the boy. I immediately came on deck when I felt the ship strike. The whistle, during my watch, had been blown for an hour-and-a-half. The ship was not stopped during my watch. We have a patent sounding machine. I took soundings between 2.30 and 2.40 with it, without stopping the ship. It is not necessary with Walker's Sounding Machine to stop the vessel. I got 11 fathoms. When about to take soundings, I reported to the Captain that I was about to do so. After the ship struck, I came on deck and cleared away the after boats. I was at the port life-boat when the starboard cutter was capsized. I had trouble with the passengers, who tried to crowd into the boats. No European was at the boat that carried away. When I heard of this I went aft. I do not know who was lowering the boat. The quartermasters were Manilamen. I saw the boat hanging at the davits, by the bow, and the people were in the water. The boat had apparently been filled with luggage, as I saw several bundles floating. The boat was hanging in the water by bow tackle. I assisted the Second Mate in rescuing the No. 2 compradore; the steward and boy had been got on board before I arrived aft. I went away in the boat with the Captain and the rest. We had a compass in this boat. We were very well treated on the island.

By the Court:—I did not think it was too thick for the ship to be going full-speed during my watch.

In answer to the Court, the Captain

HONGKONG TEMPERATURE.

[FROM MESSRS. PALLOMES & CO.'S REGISTER.]

April 5th.

Thermometer—9 A.M.	76
Thermometer—1 P.M.	80
Thermometer—4 P.M.	77
Thermometer—9 A.M. (Wet bulb)	72
Thermometer—1 P.M. (Wet bulb)	75
Thermometer—4 P.M. (Wet bulb)	73
Thermometer—Maximum	80
Thermometer—Minimum (over night)	72

CHINA COAST METEOROLOGICAL REGISTER.

4th April, 1886, at 4 P.M.

STATION.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.84	80	74	NE	3	c	—
Haiphong	29.74	77	57	SE	1	o	—
Hongkong	29.89	73	90	ENE	2	o	—
Amoy	—	—	—	—	—	—	—
Shanghai	29.70	60	88	W	3	c	—
Nagasaki	29.94	—	—	SE	3	—	—
Wladiwostock	29.84	43	—	N	3	c	—

5th April, 1886, at 10 A.M.

STATION.	Barometer reduced to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Bolinas	30.01	67	62	E	1	b	—
Haiphong	—	—	—	—	—	—	—
Hongkong	30.01	72	87	E	1	o	—
Amoy	—	—	—	—	—	—	—
Shanghai	30.03	67	87	NW	1	c	—
Nagasaki	29.91	—	—	SW	3	—	2.50
Wladiwostock	29.79	41	74	N	3	c	—

The Barometer is nearly stationary and gradients are very gentle. The temperature and humidity are high and the weather cloudy.

W. DOBERCK.

Hongkong Observatory, 5th April, 1886.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.89	30.01	29.96
Temperature	73	72	73
Humidity	90	97	90
Direction of wind	E.S.E.	E.	E.
Force of wind	2	1	1
Weather	o.	o.	c.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturation with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 5th April, 1886.

NEWS FOR THE FRENCH MAIL.

THE SPIRIT LICENCE BILL.

The Spirit Licence Bill, read a first time at the last meeting of the Legislative Council, consolidates the present law relating to licences and introduces sundry amendments. It does not, however, make provision for beer licences as apart from general licences, a provision which the Justices at their last meeting expressed the opinion ought to be made. This point will no doubt receive consideration when the Bill is in Committee, now that it has been officially mentioned by the licensing body. The fees to be paid for public house and adjunct licences are as follows:—When the annual valuation of the premises occupied is under $1,000, $240 a year; under $3,000, $360; over $3,000, $480. Grocers' licenses, allowing of the sale of spirits and wine by the bottle, and wholesale licences are introduced, the fee being $200 per annum. This will mean a considerable addition to the revenue, as all the stores will take out retail licences and there are few hongs which do not deal in wines, spirits, etc., wholesale. Eating houses are also to be licensed, the fee being $30 a year. There are now a large number of so-called coffee houses and restaurants in the colony, some of which are little better than brothels. The bringing of these houses under control is one of the most important features of the Bill. The licence is to be paid by all persons who shall keep an eating-house, coffee house, refreshment bar or saloon, restaurant, or other place where meals or refreshments are supplied to persons not resident on the premises. Any person licensed under this provision who shall permit drunkenness or other disorderly conduct in his house, or suffer any unlawful games or gaming therein, or permit any public prostitute to frequent his house, will be liable to the penalties provided by the Ordinance. For Chinese spirit licences the following is the scale of fees:—Where the annual valuation of the house is under $200, $5 a month, under $300, $15, over $300, $30.

THE NEW STAMP BILL.

The following are the principal alterations made in the present scale of stamp duties by the schedule to the new Bill:—The fee for adjudication as to the amount of stamp duty to be levied on any document is raised from $1 to $2; the duty on an arbitration award is raised from $1 to $2; on articles of clerkship, from $50 to $100; on an attested copy of any document, from $1 to $2; on bank cheques, from 2 cents to 3 cents; on bank notes, from two-thirds per cent. per annum to three-quarters. On bills of exchange payable on demand the present duty is 2 cents. Under the new schedule the duty on bills of exchange drawn out of but payable on demand within the colony, not being a cheque and bearing the date on which it was made" the duty is 5 cents. On other bills of exchange except a cheque or bank note the scale of duty has been amended as follows:—

PRESENT SCALE.

Under	$10	Free
"	$50	2 cents
"	$250	5 "
"	$500	10
"	$1,000	20
"	$2,000	50
"	$3,000	$1.00
"	$5,000	$1.50
"	$10,000	$2.00
"	$15,000	$3.00

Every additional $5,000 or part thereof 50 cents.

NEW SCALE.

From $ 00 to $ 250		10 cents.
" $ 250 " $ 500		20 "
" $ 500 " $ 1,000		50 "
" $ 1,000 " $ 2,000		$1.00
" $ 2,000 " $ 3,000		$2.00
" $ 3,000 " $ 5,000		$3.00
" $ 5,000 " $10,000		$4.00
Every $ 5,000 additional or part thereof		$1.00

Promissory notes, which under the present scale are taxed the same as bills of exchange, by the new Bill are to be taxed 5 cents for every hundred dollars or part thereof. Respondentia and bottomry bonds and average statements are to be taxed 20 cents for every hundred dollars, instead of 10 cents as at present. Charter parties are increased from 10 cents to 15 cents for every hundred dollars, and copy charters from $1 and $2 for vessels under, and over 200 tons respectively to $1.50 and $3. The duty on a co-partnership deed is increased from $2 to $3; on a declaration of trust from $10 to $15; and on a deed of gift, from $25 to $50. The scale for duplicates of documents chargeable with stamp duty has been altered as follows:—

PRESENT SCALE.	NEW SCALE.
If the original duty is	If the original duty is
Under $1...same duty	Under $2 ....same duty
From $ 1 to $10...$1	From $ 2 to $10.....$2
From $10 to $20...$2	From $10 to $20.....$4
Over $20 .....$3	Over $20 .....$6

The duty on foreign attachment bonds is increased from $1 for every $100 up to $1,000, and $10 exceeding $1,000, to $1.50 and $15 respectively. The duty on instruments under seal not otherwise charged for is increased from $10 to $15; on leases in consideration of a sum of money paid in the way of premium if without rent, from 30 cents for every $100 to 50 cents. On leases at a rent the scale is amended as follows:—

PRESENT SCALE.	NEW SCALE.
Per $100.	Per $100.
One year ...00.10 cts.	One year .....00.15 cts.
Three years 00.25 cts.	Three years...00.40 cts.
Thirty years 00.50 cts.	Thirty years 00.75 cts.
Exceeding	Exceeding .....
thirty years 00.75 cts.	thirty years $1.25.

The duty on letters of hypothecation is doubled, that on mortgages is increased from 10 cents for every $100 to 15 cents; and on transfers, assignments, etc., the present duty is doubled. Notarial Acts are to be charged $2 instead of $1, notes of protest 50 cents instead of 25 cents, and insurance policies instead of being charged a uniform rate of ten cents are to be charged as follows, viz., where the amount does not exceed $500, 5 cents; $1,000, 10 cents; exceeding $1,000 25 cents. The duty on powers of attorney is increased from $2 to $3; on probate, from $1 for every $100 to $2; on settlements from 30 cents per $100 to 50 cents, and on transfers of shares the duty is raised from 10 cents for every $100 to the following:—If complete, 15 cents per $100; if incomplete, 50 cents per $100; and on transfers for a nominal amount, $5.

THE LOSS OF THE STEAMER "BRECONSHIRE."

MARINE COURT OF INQUIRY.

A Marine Court of Inquiry to investigate the circumstances surrounding the loss of this steamer was opened at the Harbour Office, Hongkong, on the 1st instant, the Court being composed of Commander R. M. Rumsey, R.N. (Harbour Master) President; Lieut. G. S. Keigwin, R.N.; Thomas Gray Pocock, master, British steamer *Thales*; and James Hamlin, master, British steamer *Amatista*.

The President read a letter from Captain W. E. Pope applying for the Court, as follows:—

DEAR SIR,—The remainder of my crew having been forwarded here from Swatow, I shall be obliged by your holding an court of inquiry at this port with reference to the stranding of my ship, the S.S. *Breconshire*, on the White Rocks during thick weather on the 17th inst.—I am, &c.,

W. E. POPE, Master.

The President also read the warrant from H. E. the Acting Governor authorising the holding of the court.

The following evidence was taken.

Captain Pope said—I am master of the British steamer *Breconshire*, and hold a certificate of competency No. 17050. I left Nagasaki on the voyage to London and Hamburg *via* Hongkong on the 13th March with a general cargo. At time of leaving the weather was cloudy, and the wind was from the N.W. The ship was properly manned, equipped, and found, and the draught was 21 feet 3 inches aft, and 18 feet 9 inches forward. Nothing of importance occurred until the 16th. The ship's position was taken by observation on the 14th inst., when she was placed on the chart on lat. 30.41, and long. 126.43. At noon on the 15th her lat. was found at 28.17, and her longitude 112.57. Up till that time there were light winds and clear weather. In the afternoon there were occasional fogs. At midnight soundings were taken at 30 fathoms. At a.m. of the 16th there were light winds and fog at times, and we could see about one or two miles. The steam whistle was kept going as a precautionary measure in case of fishing boats being about. At 3.50 the engines were eased, as the fog became thicker. At 4 o'clock a cast of the lead was taken, giving 47 fathoms. The course on the 15th from noon till 6 p.m. was S.W. ¾ W. by compass, with three degrees of deviation. At six o'clock the course was altered to S. W., two degrees westerly of deviation. At nine o'clock the course was S. W. ¼ S. two degrees deviation Westerly. At midnight it was S. W. ½ S., two degrees Westerly deviation. That was so up to one o'clock, when the course was altered to S. W. ¾ S. At a quarter past four the engines, which had been stopped for a cast of the lead, were started again dead slow. At 4.50 the fog was clearing a little, and the engines were put at half speed. About 5.20 the ship was stopped and the engines reversed to take the way off the ship, and a cast was taken with the deep sea lead by the chief officer, giving 43 fathoms. The engines were then started again at dead slow. At 5.55 the fog lifted, and the engines were put full speed ahead. Towards eight o'clock it was getting foggy again, and a cast of the lead was taken again at eight o'clock, giving 43 fathoms again. At ten o'clock another cast was taken, and 35 fathoms, with mud, were found. At 11 o'clock, being in the neighbourhood of Turnabout Island, I altered the course to S.W. by W. ½ W. with about 2 degrees of westerly deviation, expecting possibly to see Turnabout, as we could see a good distance at times. The first mate said he could see land, but could not distinguish it, at about noon. At noon the course was altered to S.W. by W., with about two degrees of westerly deviation. About ten minutes past noon the position was taken by dead reckoning, placing the ship at 25.19 N. and 126 E. The engines were eased to slow, and at about 12.25 stopped and reversed, and a cast of the lead was taken, giving 37 fathoms, with mud, it being then thick. The engines were started again at slow. At 12.40 the fog lifted, and engines were again put at full speed. Up to about 4 o'clock it continued foggy, with light, variable winds. As it became thicker towards four o'clock we took another cast of the lead, and found 13 fathoms. From four o'clock to midnight we had light variable winds and hazy weather. At midnight, after easing the engines, we took another cast of the lead, finding 30 fathoms, with grey sand. At 5 p.m. I should have said the course was altered to S. W. ½ W., about two degrees westerly deviation, and continued this course. At 2 a.m. on the 17th there were light winds and misty weather, and the steam whistle was blown every 30 seconds simply as a precautionary measure. At 3.45 it was getting foggy again and the engines were eased to half speed. At four o'clock the engines were eased to dead slow, and a cast of the lead was taken, giving 33 fathoms, sand. The engines were started again at dead slow until 5.15, when it was very thick. The ship was stopped and the engines reversed, and a cast of the lead gave 24 fathoms, with sand bottom. About 5.40 a.m. the fog was cleared off and the engines were set to work at full speed. At 5.45 I altered the course to S.W. by W. ½ W., with about the same deviation. When I set the engines at full speed I went on the forecastle head to see if I could see any signs of land as the fog had lifted from the water quite clearly. I altered the course at 6.30 to W. S. W., same deviation. At 7.10 I altered the course to W. by S. The sun came out, the fog having lifted off the water, and as there was every appearance of it clearing up for a bright day, I loosened the sails to dry. There was a light air from the N. E. which induced me to set them. The course was continued and an observation was obtained at 8.35, when the ship's position was laid on the chart, using the latitude by account, and taking into consideration the soundings obtained. This position on the chart gave as well clear of the Lammocks and White Rocks, being 23.10 N. lat. by account, and 117.16 E. long. I consulted with the second mate, who had worked the sights with myself, each of us using our own separate chronometers at the time, and both agreed as to the ship's position. I went to see if I could see anything on the bridge, having been in the chart room about ten minutes. The whistle was kept blowing in order that if the Lammocks light keepers heard it they might fire the fog gun. It had then come on hazy and thick again. To further verify my position I got a cast of the lead at nine o'clock, giving 27 fathoms, with gravel and sand, the ship having been stopped, and engines reversed. By the position on the chart I should have been in about 17 or 18 fathoms. I then concluded the ship must be either to the northward or south-eastward of her supposed position, and I thought there was perfect safety in running in any direction south or west for 16 or 20 miles. The course was continued and I remained on the bridge. About 9.40 I called the second mate, and I went off the upper bridge into the chart room with him with the further idea of putting the ship into her right position on the chart. I was in the chart room about four minutes, having left the fourth mate to keep a lookout while I was in the chart room. After I had been that time in the chart room the fourth mate reported rocks right ahead and on the starboard bow. I immediately came out of the chart room, ordered the helm hard a-starboard, telegraphed to the engines to stop, and then full speed astern. The ship was coming round fast to port, and I had no anxiety as to clearing the rocks. When the ship had swung about three points I felt something catch the port keel close to the forefoot, I should imagine in about 18 feet of water. The rebound of this sent the ship again to starboard against her helm, and before she could again answer her helm the ship had gone about two cable's lengths, or 300 yards, in a W.S.W. direction, and grounded on the White Rocks. The Lammock Lighthouse bore about N.E. magnetic. About five or ten minutes after the ship was ashore I was able to see that lighthouse. I should mention after nine o'clock, as it appeared to be becoming foggy again, an able seaman was ordered to go upon the lookout, and remain there to report anything he saw. When I went into the chart room I told the fourth officer to stop the engines or go slow if he heard anything, or if the fog got thicker. I would further remark that we heard no fog gun, and the man on the lookout reported the rocks after they were seen by the fourth officer. After the ship struck the engines were kept going full speed astern. Having some lady passengers on board I ordered the boats to be got out in the event of the ship going down aft. I also had the vessel sounded, and found the fore tank full of water and the remaining holds quite dry. Shortly afterwards the steamer *Newchwang* hove in sight. Being then quite clear she was signalised "wanted immediate assistance," and the steamer bore down on us. I despatched the second officer with the passengers to the *Newchwang*, which steamer had anchored. It then came on thick again, and I ordered the kedge anchor to be got out aft, the engines having been stopped in the meantime, as they had a tendency to bring stern round and lay the ship bodily on the rocks. After getting the kedge away on the starboard quarter the engines were set again full speed astern, and at the time heaving on the kedge cable. This had no effect on the ship, the kedge coming home on account of the sandy bottom. We then got another kedge out and hove on that, setting the engines astern again. This kedge also came home again. We then got both kedges out again by the boats, and we hove on them, and worked the engines astern. The largest kedge came home again, and the smaller one held. This did not affect the ship at all, she was swinging free aft, and we attempted to get out the stream anchor between the two life boats. It was put out on the starboard quarter, and this anchor also came home, but the smallest kedge still held, and the tide falling we concluded it was no use trying to move the ship, and we ceased the attempt, and kept the cable on the kedge as tight as we could. I then ordered them to jettison cargo, which was continued until about seven p.m. We again commenced jettisoning at twelve that night, throwing overboard antimony and bags of wheat, but owing to the small number of the hands we could not throw much overboard, at four o'clock we got to work upon the forehold, into which the water was getting, and the pumps were set to work to try to keep the water under. Finding it was impossible to lighten the vessel enough to get her off I ordered the hands not to jettison any more cargo at noon, as I was expecting help every minute from Swatow. Being then about the top of high water, we then warped again on the cable, the engines going full speed astern the whole time. The water gained on the pumps about a foot an hour. I then sent the ship's chronometer and papers off to the *Newchwang*, which was still in attendance. I then found it was impracticable to heave over cargo, as there was about 16 feet of water in the forehold, and I decided to wait until assistance came from Swatow. The *Newchwang* left for Swatow in the afternoon (Thursday). She returned from Swatow the next night, bringing word that the *Taiwan*, with lighters was coming down to our assistance. The *Taiwan* arrived at about 11 a.m. on the 19th. She immediately sent the lighters alongside, and commenced lightening the ship fore and aft. This was continued until five p.m. The water in the meantime had been getting into the mainhold, being 17ft. 3in. deep in the forehold, and 17 feet in the mainhold. The engineer then informed me that the water was coming into the engine room. About five o'clock in the afternoon there came on a sudden burst from the N.E. The sea rose fast, and the lighters had to leave the ship, the *Taiwan* going round to leeward of the rocks. I then got a hawser out from the bow, finding that the boats which were out were getting smashed alongside. That night, about eleven o'clock, the ship was bumping heavily, and the boats having been all smashed, it was deemed advisable to land the crew, the boatswain, fourth officer salvor and myself remained on board, while the rest went ashore by the hawser. On the Saturday the wind still continued, and we found it impossible to salve any more cargo that day. The water was increasing in the engine room, there being seven or eight feet of water in it. That night the ship commenced to bump heavily again, and at one a.m. on Sunday morning, the 21st, the remainder on board the ship were obliged to go ashore. The boiler and engine room was then full of water, and the ship was settling down aft. After we had landed about ten minutes the ship's stern disappeared under water, being submerged as far as the engine room skylight. On Sunday the weather moderated towards noon, and the *Taiwan* came round about noon. There being no lighters then, I made an agreement with the salvor to salve the cargo by means of the junks, and we continued salving cargo until two o'clock on Monday morning. The coolies refused to work longer, as they wanted a rest, until six o'clock. The greater part of the crew of the *Taiwan* were put on the work on Sunday afternoon. The fourth mate remained on board with me. The engineers assisted during the day. On Monday morning the *Glengarry* came on the way to Swatow, and some of the crew were taken on to Swatow, and afterwards to Hongkong. On Tuesday we continued salving cargo, and the *Taiwan* not being required, was sent to Swatow. It came on to blow hard on that night, and the gunboat *Zephyr*, which had been standing by us since Saturday, signalled that she could remain by us no longer. As the ship was breaking up and the weather becoming bad I decided to go on board the *Zephyr*, and we went off in a steam launch to her at about three o'clock in the morning. We endeavoured to make for Swatow, but finding the weather too rough to go over the bar it was thought safest to come on to Hongkong, and we proceeded hither. I put in my official log and the chart by which I navigated the ship.

The court was cleared for an hour and a quarter, and after that Captain Pope was further examined. He was referred to the charts and the positions he fixed himself upon it. He said he put his positions by dead reckoning when he believed he was near Turnabout Island.

The President—But there are no soundings of 43 feet within ten miles of that.

Witness—Yes, I thought there was something wrong with the soundings and I shaped my course to Eastward, to where I thought I should be.

Then at 7 o'clock on the morning of the 17th, what was your object in altering your course from W. S. W. to W. by S.? Had you any special object in doing so?—Yes, I had run more than my distance by the log in going down so far eastward, and not seeing anything it justified me in hauling to the westward.

And what object had you in setting your course W. by S.; what were you steering for?—It was perfectly clear then, and I was steering for the bank between the Lammocks and Breaker Point. I considered I was quite safe in doing this, and I did it with the object of striking the 20 fathom line marked on the chart.

When your sights were taken on the morning of the 17th, at 3.35, was any land to be seen?—No.

How far could you see then?—Southward and Westward about seven or eight miles.

I think you say that when you were near Turnabout Island the mate said he thought he saw land?

How far could you see then?—Three to four miles.

Was he at all positive about it?—No, I looked half an hour myself, but I could make nothing out. There were not five minutes alike. Every cast of the lead was taken by an officer, and the last two I saw myself, and I was perfectly satisfied with the depths of water given, and I saw the marks on the lead line myself. I thought if we got to the Lammocks they must hear our whistle, and they would be sure to fire the gun. I may mention that a curious thing was they fired the gun after we were ashore, when the fog lifted, and I could see the smoke from the gun. I believe there was a three knot current running to the northward at the time the vessel struck.

What was your full speed?—A little over ten knots.

And when you made up your dead reckoning did you allow for the times you stopped and altered speed?—Yes.

Were you satisfied with the conduct of your officers before and after the collision?—Yes.

John Henry Wild said he was chief officer of the *Breconshire*, and held a master's certificate, No. 89,890. On the voyage from Nagasaki observations were taken on the 14th March, witness taking the meridian altitude, the captain and second officer doing the same. On the 15th the weather was rather hazy and foggy. On the 16th no observations were taken at noon on account of the fog. The observation had given 25.19 N., and 120.06 E. The weather continued foggy at intervals, during the day, but not so thick as to prevent them seeing a safe distance off, and the same weather continued during the night until 4 a.m., when he relieved the second officer. The weather was then thick, and the engines were eased to dead slow, and at 4 o'clock soundings were taken, giving 26 fathoms. At five o'clock soundings were taken again, giving 24 fathoms. The weather cleared up about half past five, and at 5.14 the engines were put at full speed. The weather was then moderately clear, and they could see about eight miles all round. The weather continued the same until he left the deck at eight o'clock, and he could say nothing about it after that till the ship struck. The first thing was hearing something reported from forward, and immediately afterwards he heard the telegraph rung. He at once ran forward, and by the time he reached the forecastle the ship struck. Witness then went on to describe the measures taken after the ship struck. He found 12 feet of water in the fore watertight compartment on his first sounding. The rest of his evidence was of a corroborative character.

In answer to Captain Pope witness said he told him (Capain Pope) that he thought he saw land about Turnabout on the starboard beam, but he could not be sure. That was between twelve and one.

By the Court—At the time witness left the deck the course of the vessel was W. by S.; and the speed ten knots. Witness knew that the soundings taken by the lead and the position on the chart marked by dead reckoning did not correspond. The captain told him he thought the soundings were the most to be relied upon. He knew that the soundings were correct, as he had taken some himself. The captain did not consult him when changing his course on the morning of the 17th, but he said he was expecting to see land, and he was forward, looking anxiously for land. When witness saw how deep the soundings were at the time they thought they were about Turnabout he thought he must have been mistaken in supposing that he had seen land. The whistle was sounded about twice a minute on the morning before the vessel struck; he thought it could have been heard about five miles off. When the sails were set there was a very light breeze, they did just draw and that was all, they did not render the speed of the vessel any assistance. He did not hear the fog gun fired from the Lammocks before the ship struck, he saw it fired afterwards. At that time the ship could have been seen from the Lammocks.

By the Captain.—The man on the lookout on the forecastle on the morning the vessel struck was on the articles as an able seaman. Witness did not consider he was a reliable man, however, judging by his conduct. On one occasion on the passage out they had had cause to put him in irons.

The President—The question then arises whether it was advisable to have put him on the lookout.

The court adjourned at this stage until 10.30 next morning.

The inquiry was resumed on the 2nd inst., when the following further evidence was taken:—

Robert Scobey said he was second mate of the *Breconshire*, and as such it was part of his duty at sea to assist the captain in navigating the ship. On the voyage from Nagasaki they got sights on the 14th March, and again on the 15th, but on the 16th they were unable to take sights on account of the fog. On that day the ship was laid off on the chart, but he did not remember whether it was by dead reckoning or how. He could remember that there was no land sighted, but he did not remember anything more about what was done on the 16th, as it was some time ago now. He did not remember whether the sounding made on that day agreed with the dead reckoning. The chief officer thought he saw land on the starboard beam about noon on the 16th, and he called witness's attention to it. Witness also thought he saw it too, but he was not sure. Afterwards he thought it could not have been land by the subsequent soundings, which he heard were too deep to be near land. On the 17th they got sights at about 8.30; he and the captain took the sights together, and they both agreed. He did not then assist the captain to mark the position off on the chart, but the captain had soundings taken, when 27 fathoms of water were found. He then assisted the captain to mark off their position on the chart. As the soundings did not agree with their reckoning they concluded that they were not in the position they had imagined. The ship was steering W. by S. at the time; he had nothing to do with setting that course. Before the vessel struck the rocks ahead were reported from the bridge by the fourth officer. Witness was in the chart room at the time, and he ran out at once and put the helm hard a-starboard. When he came out he saw rocks reaching from the starboard beam to right ahead. The engines were stopped. The captain called for someone to go forward to the forecastle, and witness went, and when he got there the vessel struck. The vessel first slightly touched something with her keel, and passed over it, and then she immediately ran on the rocks. It was near Turnabout that he thought he saw land on the 16th; he thought he just saw the loom of the land.

The President—Why were you in the chart room with the captain consulting about the chart just, before the ship struck? Were you in doubt about your position?

Witness—No, I cannot say that we were; I do not know what I was in the chart room for then. I believe the captain was in the chart room when I went in. I do not remember that anything was said between us; we were not consulting. The captain had consulted with me before about our position on the chart. The captain had the chart there when I went in.

By the Court—On that morning there was only one observation taken. I did not take it; Captain Pope took it and I marked the time; I never marked the position on the chart myself.

By Captain Pope—Witness relieved the fourth officer on the watch at about ten minutes past nine, before the ship struck, and about half-past nine the fourth mate again relieved him. Witness could not remember whether the captain called him into the chart room. This was witness's first voyage in a steamer. Witness was on duty during the middle watches on the 15th and 16th, and he always saw the captain on deck. He believed the engines were reversed as well as stopped before the vessel ran aground. When the soundings were taken the ship was stopped dead, and witnesss showed what kind of bottom the soundings gave. Captain Pope told witness that the position by observation gave a great deal less water than the soundings. Witness did not remember Captain Pope speaking to him in the chart room before the ship struck. Witness was confident that the soundings were correctly taken. When the vessel was near the Lammocks he heard no gun nor any signal; they passed from three to four miles distant from them, and witness thought they ought to have heard the fog gun. At the time the observations were taken it was thick, and witness should say they could see seven or eight miles to the southward, and about three to the northward. At about half-past nine that morning the ship struck; he could see about three miles round. Between nine and half-past the captain ordered a man to go on the lookout on the forecastle in case the weather became thicker. At the time he left the bridge—about 9.30—he considered the ship was being navigated with perfect safety; it was fairly clear then.

By the Court—When soundings were taken, which gave 27 fathoms, that morning the deep sea hand lead was used, witness taking the soundings. When it was desired not to stop the ship the patent lead (Sir Henry Thompson's) was used. The hand lead was used when the vessel was stopped.

Warwick Charles Simonson said he was fourth officer of the *Breconshire*, and held a second mate's certificate, No. 025271. On the morning of the 17th witness went on the bridge at 8 o'clock, and relieved the chief officer. He left for breakfast at nine, being relieved by the second officer, whom he again relieved about half past nine. When he left the deck the weather was clear, and they were steering S. W. by W. The ship was going at full speed until nine o'clock, when a cast of the lead was taken, the common deep sea lead being used. When he went on deck again from breakfast it was misty, thicker than when he went down. The ship was still going at full speed, and witness could see about three or four miles ahead and on the port side, about a mile on the starboard said. The whistle was constantly sounded, witness pulling it by the captain's orders. The second officer had been sounding if before he came up, and witness had also heard it before eight o'clock. About ten minutes after he came on deck witness saw rock ahead and on the starboard bow. He ordered the helm hard a-starboard, called for the captain, who was in the chart room, and stopped the engines and put them full speed astern. When the captain came on the bridge he at once repeated the orders witness had just given. The vessel's head paid off about two points and a half when she struck on her port keel, and after that she would not pay off any more, but came round starboard against her helm. She ran on for about a quarter of a mile, and then went upon the rocks.

By the Court—Witness did not see the course altered on the morning of the 17th.

By Captain Pope—Witness was positive from memory that the course was W. S. W. Captain Pope had left the bridge about four minutes when the ship struck, and as he left he gave orders to witness to stop the ship if the whether came on thicker. It did not come on thicker after the captain left the bridge. Witness saw the rocks just before the lookout sang out. The captain was on deck during the whole of this watch, and of witness's previous watches. Witness was put on the watch with the captain because the third mate was ill.

Edwin Charles Phillips said he was chief engineer of the *Breconshire*, holding a first class certificate No. 16220. He produced his engine room log, which he said was filled up from a slate kept in the engine room. From a.m. on the 16th the vessel was going at various rates of speed; at eight o'clock on the 17th the vessel was going at full speed ahead, at 9.9 they received order to stand by, then to slow, stop, then full speed astern, and at 9.17 full speed ahead; at 9.49 they received the order to stop, and immediately after full speed astern. At 9.55 the order was given to stop, and the vessel was ashore. Witness was by the engine room door when the telegraph rung at 9.49, and he immediately went down. There were two engineers in the engine room at the time. He remained below until the vessel struck.

Captain Pope was asked whether he desired to call any further evidence, and he said he desired no one to be called unless it was the steersman to clear up the point as to what course he was steering on the morning of the 17th.

The President said they were quite satisfied as to that, and there could be no need to call the steersman upon that point.

Captain Pope said there was no one else he desired to call.

The Court was then cleared, and when it was re opened an hour afterwards the President said they had opened the court for the purpose of ascertaining from the master of the ship whether he had anything further to say. The court was of opinion that they had sufficient evidence before them then, and they had no desire for any more, but if Captain Pope had anything further to put before them they should be happy to hear it.

Captain Pope—Nothing further than the courses the vessel was taking.

The President—Do you mean this S.W. by W. course the vessel was said to be steering on the morning of the 17th? because we are quite satisfied as to that

Captain Pope said he thought there was some mistake as to the course he took from Turna bout. The positions were marked on two or three charts. He then proceeded to show on the charts the courses laid down from that point. He said, in answer to the court, that there was nothing further he wished to state.

The court was again cleared for over half an hour, and when it was re-opened the President read the following:—

FINDING.

We find that the British steamer *Breconshire*, official number 79674, William Edwin Pope, master, who holds an extra master's certificate, No. 07090, left Nagasaki on the 13th March last on a voyage to London via Hongkong.

That at the time of leaving the ship was fully manned and found for the voyage.

That at noon on the 15th March the position of the ship was Lat. 28.17 N., and long. 122.57 E. and that soon after this the weather became thick and foggy, and continued so until the 17th, when the vessel struck on the White Rocks, where she became a total wreck.

We find that the master navigated the ship in a careful and creditable manner until the morning of the 17th, though we are of opinion that he did not show sufficient confidence in his reckoning, preferring to be guided more by the soundings, which are shown to be very irregular.

That on the 17th, at about 7 a.m., a course was set W. by S. which we are of opinion was not a safe and proper course under the circumstances, and that the master afterwards obtained an observation, the result of which should have shown him his errors; and the reasons given by him for adopting this course, we are of opinion, do not justify him in so doing, and we consider that this was the direct cause of the loss of the ship.

We are opinion that the measures adopted after the casualty, and the conduct of the master under the circumstances are creditable to him.

It appears evident to the court that the *Breconshire* must have passed within about two miles of the Lammocks in weather in which it was reasonable to expect that the fog signals there would have been made use of, and that at this time the *Breconshire* was making constant use of her steam whistle.

The court is of opinion that blame must be attributed to the master for setting an unsafe course on the morning of the 17th, and his certificate is therefore suspended for three months from this date.

Given under our hands this 2nd day of April, 1886.

R. MURRAY RUMSEY,
R. Com. R.N.
(President of the Court.)

GEORGE S. KEIGWIN,
Nav. Lieut. R.N.

THOMAS GRAY POCOCK,
Master Mariner.

THOS. HAMLIN,
Master S. S. *Amatista*.

THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

An extraordinary meeting of the shareholders of the above Company was held at the Company's Office on Saturday, the 3rd inst., for the purpose of passing special resolutions enabling the Directors to transfer part of the reserve fund to the capital account and to amend the Articles of Association by striking out Articles Nos. 15, 20, 31 and 85, and Nos. 122 to 127 inclusive and substituting in lieu thereof Articles providing for the sub-division of the existing shares of $100 of the said Company and for the payment of dividend and bonus and for the formation of a reserve fund for the equalization or payment or partial payment of dividend. There were present Hon. W. Keswick (Chairman), Hon. P. Ryrie, Messrs. A. McIver, J. B. Eliss, F. A. Gomes (Directors), A. S. Cohen, J. B. Gomes, Junr., J. A. Carvalho, H. N. Mody, A. E. Vaucher, M. A. Carvalho, G. S. Coxon, J. A. Cunha, N. J. Gomes, S. A. Joseph, and T. Arnold (Secretary.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN—Gentlemen, the notice that has been published indicates clearly the purpose for which you have been asked to meet here to-day. The Directors, at the urgent request of some of the largest shareholders in the Company, have taken the step to recommend to the shareholders the appropriation out of the reserve fund of $300,000 the sum of $200,000, thereby completing the paid-up capital of the Company, which will leave in the reserve fund the sum of $100,000. In making such an alteration it was also deemed desirable that the shares should be subdivided so as to increase their number sufficiently to enable all residents interested in this part of China easily to become shareholders, the amount of the shares being inconsiderable. The subdivision of the old shares by five will make the number of shares amount to 40,000, and these 40,000 shares at $20 paid up, will represent $800,000, which the Company will have paid up. I have no doubt that the change will be one which will benefit the Company and consolidate its power. Before putting the resolutions, if any gentleman has any questions to ask in connection with them or desires any information, I shall be very happy to answer the questions.

No questions being asked the CHAIRMAN moved the first resolution, as follows:—

SPECIAL RESOLUTION FOR TRANSFERRING PART OF THE RESERVE FUND TO THE CAPITAL ACCOUNT.

Resolved.—That the sum of $200,000 part of the sum of $300,000 now standing in the Books of the Company to the credit of a Reserve Fund be transferred to the Capital Account, making the fully paid up Capital of the Company $800,000 divided into 8,000 shares of $100 each.

Mr. J. B. GOMES seconded, and the resolution was carried unanimously.

On the motion of the Hon. P. RYRIE, seconded by Mr. M. A. CARVALHO, the following resolution was adopted:—

SPECIAL RESOLUTION.

Resolved.—That clauses Nos. 15, 20, 31, and 85 and Nos. 122 to 127 inclusive be struck out and expunged from the Articles of Association of this Company and do cease to form portion of the regulations of this Company from the 3rd day of April, 1886, and that the following clauses be substituted instead thereof and do form portion of the Articles of Association of the Company from the last mentioned day and be numbered Nos. 15, 20, 31 and 85, and Nos. 122 to 127 inclusive. That is to say:

No. 15.—That the board may with the sanction of a special resolution of the Company previously given in meeting sub-divide the existing shares of $100 each of the said Company into shares of such amount as the Company in meeting shall direct.

No. 20.—No person shall hold at one time more than 4,000 shares in the company.

No. 31.—Upon every transfer of shares, the certificates held by the former holder or transferor shall be given up to be cancelled accordingly, and a new certificate shall be issued to the new holder in respect of the shares transferred to him; and if any of the shares included in the certificate or certificates so given up shall be retained by the transferor, a new certificate in respect thereof shall be issued to him, and the production of any such certificates shall, at all times, be good *prima facie* evidence of the title of the shareholder to whom the same shall be issued to the shares included therein, and a fee of one dollar and no more may at the discretion of the directors be charged in respect of every new certificate to be issued as aforesaid.

No. 85.—No person shall be eligible to the office of director unless he be the holder of shares in the capital of the company to the nominal value of $5,000 and shall have held the shares at least three months next preceding the day of election, unless by the unanimous vote of the shareholders present at any ordinary meeting voting for the election of directors any shareholder who may hold the requisite number of shares, but has not held them for the specified period be specially elected a director.

XVI.—Dividend, Bonus, Reserve Fund, and Fund for the equalization of Dividends.

122.—The directors shall ascertain half yearly the net profits of the Company from the time of the last preceding statement of accounts and profits for the previous half year (or in the first instance from the commencement of the business of the Company) up to the time at which their report shall be made, and after making due

Entries:—Pte Moore (58th Regiment), Gunner Hoy, Jewar Singh, and Souchat Singh.

Moore fell and was out of the race. Hoy and Soukat Singh made a close fight all the way down, taking the hurdles clear. Hoy, about half way down, just topped the hurdles before the Indian, and kept his advantage to the tape, winning by about a foot. Time, 22 secs.

Gunner Hoy 1
Souchat Singh 2

100 YARDS' BAND RACE. 1st prize, $4; 2nd prize, $2; 3rd prize, $1.

There were nine entries, and after a good race Welsh won in 11½ seconds.

Pte. Welsh 1
Pte. Cook 2
Pte. Baily 3

100 YARDS' SERGEANTS AND STAFF SERGEANTS RACE. 1st prize, $5; 2nd prize, $3; 3rd prize, $2.

Entries:—Master Gunner Long, Qr. Mr. Serg't Williams, Sergt. Cooper, Sergt. Beardo, Sergts. Sand Singh, and Gunda Singh.

Sergt. Gunda Singh 1
Mr. Gunr. Long 2
Qr. Mr. Sergt. Williams 3

It was almost a dead heat between Gunda Singh and Master Gunner Long; good third. Time 13⅘ secs.

MILE RACE. 1st prize, $8; 2nd prize, $4; 3rd prize, $2.

Entries—Grs. Davis, C. F. Smith, Tugwood, G. Smith, Br. Pattoy, Luscars Gunda Singh, Souchat Sing (2), Nun Singh, Mewar Singh, and Bohcha Singh. Gundas Singh, the second man in the half and quarter mile races, soon took the lead, and he was never in danger. He cut out the running the whole way, and after a couple of laps he began to leave the other men behind. He won easily by about 50 yards from Gunner Davis, poor third. Time 5 m. 22 secs.

Gunda Singh 1
Gunner Davis 2
Souchat Singh 3

300 YARDS' NON-COMMISSIONED OFFICERS RACE (below the rank of Sergeant). 1st prize, $5; 2nd prize, $3; 3rd prize, $2.

Entries:—Brs. Leadon, Campbell, Kirby, and Gunnett, Sincat Singh and Vengay. After a very close race, run in 39½ secs., the result was.

Br. Campbell 1
Br. Leadon 2
Br. Kirby 3

TUG OF WAR, open to all Comers. 1st prize, $10.

The team of the Lancashire Battery was the representative R. A. team, and their challenge was taken up by teams from the Northamptonshire Regiment, the Police, and the Royal Engineers. The first heat was between the R. A. and Northamptonshire teams, and the former, pulling again in the same fine style easily pulled over the requisite 15 feet in 8½ secs. The second heat was between the Police and R. E. teams. Both sides pulled on their feet, and the Police, being a very heavy team, pulled the 15 feet over in 16½ secs. This left the R. A. team and the Police to contest the final, and the Lancashire men again proved themselves invincible, winning just as easily as ever, though the team opposed to them was a very powerful one, in the remarkably short time of six seconds.

R. A. Team 1

TUG OF WAR GUN LASCARS AND SIKH POLICE. 1st prize, $10.

Owing to the fact that the Sikh police did send out a team the event was turned into a company tug between A and B Companies of Gun Lascars. After a short contest B. Company won easily.

B Company 1

200 YARDS' CONSOLATION RACE, open to all Competitors who have not won a prize. 1st prize $5; 2nd prize, $3; 3rd prize, $2.

Gunner Ashbrooke took the lead at the start and kept it till within about 20 yards of the tape, with Corpl. Hampton, R. E. sticking close to him, when he unfortunately stumbled and fell, being thus out of the race.

Corpl. Hampton R. E. 1
Gunner Knight 2
Gunner Williams 3

VOLUNTEER GUN RACE.

Sergt. Tomlin	No. 1	Sergt Dipple	No. 1
Gunr. Wood	„ 2	„ Denison	„ 2
„ Morden	„ 3	Gunr. J. Powell	„ 3
„ Hope	„ 4	„ Tindall	„ 4
„ Carnish	„ 5	„ Howell	„ 5
„ Swales	„ 6	„ Dealy	„ 6
„ Scott	„ 7	Corpl. Lammert	„ 7
Sergt. Osborne	No. 1	Sergt. McBreen	No. 1
Gunr. Mitchell	„ 2	„ Atkins	„ 2
„ Shea	„ 3	Gunr. Lewis	„ 3
„ Lewis	„ 4	„ Mathews	„ 4
„ Adams	„ 5	„ Dade	„ 5
„ Mathews	„ 6	Tr. Henderson	„ 6
„ W. Powell	„ 7	Gunr. Henderson	„ 7

This was a contest similar to that which has been held for the two previous years, being a competition in drill work. Each detachment manned a seven-pounder mountain gun, and the contest consisted of the following items—race 50 yards, limber detached, and one round blank ammunition fired at action rear. Dismount gun and carriage, remount them, fire another round, limber up, and race back. There were two preliminary heats, the first of which was between the detachments commanded by Sergts. Tomlin and McBreen. The former got a little the better of the run down, and just kept a second or two ahead all the way along. On the run back Gunner Scott in the limber shafts of Sergeant Tomlin's gun, slipped and fell on one side, and narrowly escaped being run over by the gun, but the detachment won the heat in 1min. 55¼ secs.

In the second heat between the detachments of Sergts. Dipple and Osborne the former won easily in 2min. 3½ secs.

In the final heat Sergt. Tomlin's detachment were unfortunate in losing the services of Gunner Scott, who had hurt his leg in his fall, and after the run down had to drop out. Gunner Swales at No. 6 had thus to take the double duty, and the result was a delay in getting up the ammunition. Sergt Dipple's detachment thus got ahead, and would have won had his men maintained their smartness; but in remounting and firing the second round there was some loss of time, and they were beaten by a two or three seconds. The time for the final heat was 1min. 55½ secs.

OFFICERS RACE 100 Yards, Handicap.

Entries—Major Riddell, Capts. Baldock and Hawkshaw, Lieuts. Brooks, Laurie, and Anderson. The handicap arranged was 5 yards start for five years service in the Army, and another yard for every additional year. Major Riddell, with 14 yards start, kept his lead the whole way down, winning by about two yards, with Lieut. Brooks (scratch) second, Captain Hawkshaw a good third.

Major Riddell (14 yds.) 1
Lieut. Brooks (scratch) 2

TONQUIN AND ANNAM.

HANOI, 24th March.

The delimitation Commissioners have commenced the work of delimitation on land. They have left Cua-ai and are staking the frontier, proceeding towards the south-east.

In Annam the situation remains unchanged. Lately a band of rebels numbering 500 men, armed with lances, sabres, pikes, and old muskets made a foolish attack, in open day, on the citadel of Thanh-hoa. Needless to say, they were repulsed, but unfortunately they had time to fall on the Residency, and M. Pivert, the Chancellor, was dangerously wounded. We are happy to learn that at the date of the last news received M. Pivert was out of danger.

Nguyen-hun-do, the Kinh-luoc of Tonquin and President of one of the Boards at Hué, returned to Hanoi a few days ago, and on the morning of the 23rd March he sent to the General-Commanding-in-Chief, Resident-General, the presents offered by the Court of Hué to the Government of the Republic, also those intended for the Commander-in-Chief, the principal French functionaries, and several officers of the Tonquin corps.

A fire took place in the Rue de Pont, Hanoi, on the night of the 20th March, and 70 native houses were burnt down. Advantage has been taken of the destruction of these edifices to open up a new street.

The Minister of Marine and Colonies has notified that on the proposition of the Director-General of the hydrographic service it has been decided that the port situated at the mouth of Halong Bay, commonly called by the French Hone-gai or Hone-gay, shall hereafter bear the name of Port Courbet, in remembrance of the glorious service of that officer in Tonquin.—Translated from *l'Avenir du Tonkin*.

Tea grown and prepared in the suburbs of Tôkyô is suited not only for home consumption but also for export, but it has hitherto been avoided by foreign merchants owing to the carelessness of preparation.

HONGKONG.

The week has passed by quietly. A meeting of members of the Hongkong Jockey Club was held at the City Hall on the 30th ult. to consider the arrangements to be made for obtaining subscription griffins for next meeting, when it was decided to give the order on terms proposed, to Mr. Symons, of Shanghai. The Legislative Council met on the 31st ult., when a number of papers, including the report of the Superintendent of Victoria Gaol, were laid on the table. The Bill entitled the Stamp Ordinance, 1886, to raise the Stamp duties, was read a first time, and a Committee appointed to consider the schedule; the Spirit Licence Bill and a Bill to incorporate the Procurator of the Dominican Procuration were read a first time; the Bill to amend the law relating to Bills of Sale was read a second time; and the Cathedral Ordinance Bill, 1886, was, after some discussion, withdrawn, pending receipt of the reply of the Secretary of State to the resolutions lately passed by the Council protesting against disendowment. The Hongkong Public School Sports took place on the 31st ult. and were very successful. A Marine Court of Inquiry into the loss of the British steamer *Breconshire* was opened at the Harbour Office on the 1st, and concluded on the 2nd inst., when the Court found the master was to blame for setting an unsafe course on the morning of the 17th ult., the day the steamer struck on the White Rocks, and they accordingly suspended his certificate for three months. A licensing meeting of the Justices was held on the 2nd inst., when the transfer of the licence of the Sailors' Home from Mr. J. R. White to Mr. A. Moir, and that of the Grand Hotel from Mr. Rogers to Mr. Hock Goon were granted. On the morning of the 3rd inst. an extraordinary meeting of the shareholders in the Hongkong, Canton, and Macao Steamboat Company, Limited, was held, at which resolutions enabling the directors to transfer part of the reserve fund to capital account and to subdivide the shares of $100 each into 5 of $20 each fully paid up were passed. The Royal Artillery Athletic Sports took place on the Cricket Ground on the 3rd inst., as did some Scratch Races on the Race Course the same afternoon. Intelligence has been received by telegraph of the safety of the P. & O. steamer *Venetia*, which got off the rocks at Tanabe Point slightly damaged, on the 29th ult., and reached Yokohama at 9 p.m. on the 30th. The Mascotte Opera Company have given several performances at the Theatre Royal during the week, and Chiarini's Circus and Menagerie arrived here yesterday in the steamer *Diamante*, and will exhibit for a season at Bowrington.

On Thursday afternoon, the 1st instant, a junk, No. 28, capsized in a squall of wind near the Channel Rocks. She was on her way across from some stone quarries east of Kowloon City bringing stone over to Hongkong, and was loaded in a very topheavy way, the cargo being piled up on deck, and interfering with the working of the sail. Fortunately no lives were lost, as the crew stuck to the junk, and climbed up on to her bottom, where they remained until another junk came up and took them off.

The P. & O. steamer *Venetia* has been saved. She got off the rocks at Tanabe Point, sixty miles from Kobe, at 1 p.m. on the 29th ultimo, and arrived safely in Yokohama at 9 p.m. on Tuesday, the 30th ult., and went into dock at Yokosuka on the 31st. She will leave Yokohama to-day, the 6th instant, for Hongkong direct. The survey of the steamer made in Yokosuka dock showed that the *Venetia* was only slightly damaged, three plates being bent and one on the port side cracked. The greater part of the sugar and general cargo and all the Kentledge coal were jettisoned whilst on the rocks at Tanabe Point.

The Chinese steamer *Kiangtee*, which arrived here on the 30th ultimo from Shanghai and Swatow, reports that the stranded steamer *Breconshire* has broken into two parts, the engines and stern sinking into deep water, and her fore part remaining on the rocks. The cargo is being washed out by the waves. The purchaser of the hull and remaining cargo, we understand, was Messrs. Jardine, Matheson & Co.'s compradore. By the Indo-China S. N. Co.'s steamer *Fuksang*, which arrived here from Shanghai on the 1st instant, we learn that at the time they passed the White Rocks, the wreck of the *Breconshire* remained in the position last reported. She had broken across amidships, and her after half had sunk under water. Both her masts were still standing, but the funnel was gone. Salvage operations were still going on, and at the time they passed a number of Chinamen were seen handing down the gear of the fore rigging.

A letter from Hongkong, dated 11th March, is published in the *Diario de Manila*, from which we translate the following extracts:—The Vicar Apostolic of Southern Tonquin, Mons. Colomer, arrived here a few days ago on important business connected with the missions. One of the principal matters occupying his attention is to procure the redemption of a large number of persons who were carried away as captives last year by bands of Chinese-Annamite robbers, not Chinese soldiers, as reported. These persons were taken into the interior of China, there to be sold as slaves, and their number may be counted by thousands. The greater proportion of them were women and children, but there were also a good number of men, especially of those whose physique or wealth gave them value as workmen or for ransom, as the case might be. The pagan villages suffered the most from the savage hordes, but amongst the victims were also a considerable number from the Christian villages. Mons. Colomer has visited the villages which were the principal scene of the depredations of the robbers, and his relation of the devastation existing and the breaking up of families by the members being carried away as captives or being killed is most touching. Mons. Colomer and Mons. Terrés, Vicar Apostolic of Eastern Tonquin, have addressed General Warnet on the subject, with a view to induce him to take measures for the release of the captives, whether Christians or pagans. The mandarin Nguyen Traong Hop, the Viceroy of Tonquin, with whom the missionaries have cultivated friendly and intimate relations for the last ten or twelve years, has also been addressed in the same sense. There is reason to believe these charitable intentions will be crowned with happy results. With regard to the general state of the missions, it is to a certain extent satisfactory, as the country is now recovering its tranquillity, and if the French continue to act firmly it will not be difficult to restore order completely.

CHINA.

SHANGHAI.

Says the *Daily News*:—Five steamers which left Hongkong and Shanghai for Newchwang had to turn back when four or five miles off the entrance to the Newchwang river owing to the ice. The steamers—among them the *Ashington*—went to Chefoo, where they were on Tuesday, the 23rd March.

A Naval Court was held at Shanghai on the 27th ult. to inquire into the loss of the Indo-China steamer *Seewo*, on the 18th ult. The Court found that the master, Captain Hankinson, committed an error of judgment in not slackening speed but that he made a good departure from Tong-ting and took frequent soundings, in consideration of which they returned his certificate but reprimanded him severely and cautioned him to be more careful for the future.

A correspondent writing from Canton to the *Daily News* says:—"We have received very bad news here from Tonquin, and it is firmly believed that the renewal of hostilities between France and China is a sure thing. Some of the "knowalls" pretend that peace was never made with a view of its lasting perpetually, but simply to allow China to get out her iron-clads and lots of war material, machinery, etc., so as to renew the conflict on better terms. As soon as the veteran Pông Yu-lin is satisfied that the coast defences of other provinces are in a satisfactory condition, he will resume his post on the banks of the Chu Kiang, where the torpedoes still in position, and the barriers still unremoved, will prove so much work already done. It will be argued that the French are unreasonable, and are not amenable to the benevolent means that have been put in practice to appease them, and must therefore be dealt with in a rigorous manner, and be made to feel the power of the Great Empire. I am told that the French are erecting fortifications within the Chinese boundary, and the guns are all laid towards Lung-chow. The French are also said to be preparing for an advance on Lung-chow very shortly, and means are being taken to prevent a surprise. The Imperial Commissioner, Têng, and the Acting Governor of Kwangsi, Li, are both on the spot superintending all defensive works with diligence and agencity. The French have strengthened their frontier defences in a very extraordinary manner, and they have greatly increased the number of their troops and guns, as if to take the initiative without delay."

TO BE LET.

RICHMOND TERRACE.

TO BE LET.

A HOUSE, Cool in Summer, with FOUR GOOD ROOMS, DRESSING ROOM, THREE BATH ROOMS, and convenient OUT-OFFICES, in thorough order.

Apply to

J. D. HUMPHREYS.

Hongkong, 2nd April, 1886. [700

TO BE LET—FURNISHED.

A VERY COMFORTABLE HOUSE, with SIX ROOMS, DRESSING ROOM, LIBRARY, THREE BATH ROOMS, convenient OUT-OFFICES, TENNIS COURTS, and GARDEN, for Nine Months from May next.

Apply to

J. D. HUMPHREYS,
22, Queen's Road Central.

Hongkong, 2nd April, 1886. [701

TO LET,
With Immediate Possession,

NOS. 1, 3, & 4 IN REDNAXELA TERRACE, back of the AMERICAN CONSULATE.

ALSO,

A VERY COMMODIOUS BUNGALOW with OUT-HOUSES, GARDEN, &c., at Kowloong. Rent Moderate.

Apply to

ECA DA SILVA & Co.,
33, Pottinger Street.

Hongkong, 31st March, 1886. [685

TO LET.

ROOMS IN "COLLEGE CHAMBERS."

Nos. 2, 4, 8, SEYMOUR TERRACE.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 29th March, 1886. [38

TO BE LET.

With Possession on the First of May.

"BREEZY POINT"—ROBINSON ROAD, at present in the occupation of the Hon. A. LAMBERT.

Apply to

SHARP & Co.

Hongkong, 29th March, 1886. [669

TO LET.

ONE BEDROOM with BATHROOM attached.

AND

ONE OFFICE.

Apply to

STOLTERFOHT & HIRST.
13, Praya Central.

Hongkong, 25th March, 1886. [639

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to

DOUGLAS LAPRAIK & Co.

Hongkong, 1st February, 1882. [39

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

Also

Entire GODOWNS to be LET

Apply to MEYER & Co.

Hongkong, 3rd March, 1881. [1031

FOR SALE.

CALIFORNIAN FLOUR.

The Finest FLOUR in the Market is STARR & Co.'s well known, best roller made

"DRAGON EXTRA."

STRENGTH AND COLOUR UNSURPASSED TRY IT. [120

FOR SALE.

500 BARRELS CEMENT from TUNNEL PORTLAND CEMENT WORKS, West Thurrock.

In Lots to suit Purchasers.

Apply to

G. RAYNAL,
1, Stanley Street.

Hongkong, 3rd April, 1886. [708

FOR SALE.

GOOD DOUBLE BARRELED GUNS in Cases Complete, RIFLES, REVOLVERS, CARTRIDGES, and SHOT, &c., &c., &c.

Best Quality GIN in Stone Bottles at $5.00 per dozen, and GIN in White Glass Bottles, SCHIEDAM SCHNAPPS, POMERANZEN BITTERS, DRIPSTONE FILTER, SOURKAUT and RED CABBAGE in Jars.

J. F. SCHEFFER.
21 & 23, Pottinger Street.

Hongkong, 3rd March, 1886. [474

FOR SALE.

CHAMPAGNE "MONOPOLE."

—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).
Do. RED FOIL "SEC" (dry).
Do. GOLD FOIL "DRY" (extra dry).

CARLOWITZ & Co.,
Sole Agents for
HEIDSIECK & Co., REIMS,
For Hongkong, China, and the East.

Hongkong, 1st July, 1885. [1209

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.

$19 ..... per case of 1 dozen quarts.
$20 ..... per case of 2 dozen pints.

GRAND VIN CHATEAU LEOVILLE.

$24 ..... per case of 1 dozen quarts.

CHATEAU LAROSE.

$12 ..... per case of 1 dozen quarts.

PONTET CANET.

$9.50 ..... per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50 ..... per case of 1 dozen quarts.
$8.50 ..... per case of 2 dozen pints.

LORMONT.

$5 ..... per case of 1 dozen quarts.
$6 ..... per case of 2 dozen pints.

JOHN WALKER & SONS' OLD HIGHLAND WHISKEY.

$8 ..... per case of 1 dozen bottles.

ALSO

CUTLER PALMER & Co.'s WINES AND SPIRITS.

SIEMSSEN & Co.

Hongkong, 1st January, 1884. [19

FOR SALE.

TRICHORD COTTAGE PIANOS, COMPLETE IRON FRAMING and PATENT METAL PIN PIECE, with all the latest improvements.

PRICE FROM $240,

Payable also by Monthly Instalments from 15 Dollars, if required.

W. POWELL & Co.

Hongkong, 1st January, 1886. [1772

FOR SALE.

AT WHOLESALE PRICES.

SACCONES, SHERRY, PORT, CLARETS, CHAMPAGNE, HOCKS, BURGUNDY, BRANDY, WHISKIES, ALE, STOUT, MACHINERY, LAWN MOWERS, SCALES, BICYCLES, PAINTS, OILS, VARNISH.

Apply to

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 1st January, 1886. [71

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.

Sold by all
Stationers and Dealers. [908

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [20

INSURANCES.

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ..... at ½ / Net per Annum.
On First-class Godowns, & Merchandise stored therein ..... at ½ % Net per Annum.
On Coals ..... at 1 % Net per Annum.
On Petroleum in Licensed Godowns ..... at 1½ % Net per Annum.
On First-class Chinese Tenements ..... at 2 % Net per Annum.
On Second-class Chinese Tenements ..... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [13

NEW YORK LIFE INSURANCE COMPANY.

LIFE ASSURANCE ONLY. Purely mutual; all profits belong to Policy-holders and apportionments are made annually.

STATEMENT FOR YEAR ENDING 31ST DECEMBER, 1884.

Accumulated Funds £12,127,930
Surplus over all liabilities and Reserve Fund according to valuation made by the Government ..... £ 2,036,332.
Income for year 1884 ..... £ 2,846,245.

C. SETON LINDSAY,
Res. Manager,
Department of the East.
BIRLEY, DALRYMPLE & Co.,
Agents, Hongkong.

17

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January 1882. [927

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [10

HANSEATIC FIRE INSURANCE COMPANY OF HAMBURG.

THE LUBECK FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Companies, are Prepared to ACCEPT RISKS at Current Rates.

Hongkong and Canton, 23rd February, 1886.

EDUARD SCHELLHASS & Co.,
Agents.

431]

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

ADAMSON, BELL & Co.,
Agents,
Sun Fire Office.

Hongkong, 18th February, 1886. [395

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.

Hongkong, 16th November, 1872. [11

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [9

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1885. [697

SINGAPORE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SINGAPORE.

We are prepared to GRANT POLICIES against FIRE on usual Terms at Current Rates. All CONTRIBUTORS of Business whether Shareholders or not are entitled to Share in the BONUS.

ADAMSON, BELL & Co.,
Agents.

Hongkong, July, 1885. [1277

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [16

FIRE INSURANCE COMPANY, OF 1877. IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.

Hongkong, 18th January, 1884. [184

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January 1882. [14

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG-PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West.

Hongkong, 14th March, 1881. [567

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, 5th November, 1883. [1963

VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamer

"VOLGA,"

Captain Du Temple, will be despatched for KOBE AND YOKOHAMA, TO-DAY, the 6th inst., at TEN A.M.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th April, 1886.

OCEAN STEAMSHIP COMPANY.

FOR AMOY AND SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE).

THE Company's Steamship

"NESTOR,"

Captain Thompson, will be despatched as above TO-DAY, the 6th inst., at NOON.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th April, 1886. [676

FOR HAIPHONG (DIRECT).

THE Steamship

"ALWINE,"

Captain P. Moos, will be despatched for the above Port TO-MORROW, the 7th instant, at DAYLIGHT.

For Freight or Passage, apply to

A. R. MARTY.

Hongkong, 5th April, 1886. [715

FOR SHANGHAI.

THE Steamship

"MARCIA,"

Captain Gardoqui, will be despatched for the above Port TO-MORROW, the 7th instant, at NOON.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, 5th April, 1886. [714

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain Thompson, will be despatched as above TO-MORROW, the 7th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd April, 1886. [577

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"KHIVA,"

will leave for the above place on THURSDAY, the 8th instant, at THREE P.M.

A. McIVER,
Superintendent.

Hongkong, 1st April, 1886. [699

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and PORTS on the YANGTSZE).

THE Company's Steamship

"ACHILLES,"

Captain Anderson, will be despatched as above on THURSDAY, the 8th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd April, 1886. [712

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG, VIA SUEZ CANAL.

THE Steamship

"FLINTSHIRE,"

J. Dancaster, Commander, will be despatched for the above Ports on or about the 12th April.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 31st March, 1886. [2260

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE, VIA SINGAPORE AND JAVA.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain Ellis, will be despatched for the above Ports on ~~THURSDAY, the 15th April~~, at FOUR P.M.

This Steamer has Excellent Accommodation for First Class Passengers and carries a Stewardess.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, 30th March, 1886. [677

FOR MAURITIUS VIA SINGAPORE.

THE Steamship

"DEUTEROS,"

will be despatched for the above Port on the 21st instant, AFTERNOON.

Loading commences on the 15th instant.

Freight or Passage will be charged moderately.

SOY SING,
No. 96, Bonham Strand.

Hongkong, 5th April, 1886. [716

STEAM TO ~~YOKOHAMA, VIA~~ NAGASAKI AND KOBE.

(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"ZAMBESI,"

will leave for the above place about 48 hours after the arrival of the outward Mail Steamer *Ancona*.

A. McIVER,
Superintendent.

Hongkong, 1st April, 1886.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ANCONA,"

will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER,
Superintendent.

Hongkong, 1st April, 1886.

FOR LONDON AND HAMBURG.

THE 3/3 L II German Bark

"AUGUSTE,"

Tost, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 18th February, 1886. [391

FOR HAVRE AND LONDON.

THE 3/3 L II British Bark

"CHANNEL QUEEN,"

Lelachour, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 22nd March, 1886. [616

FOR NEW YORK.

THE 5/6 L I. I American Bark

"COLORADO,"

J. D. Wyman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 18th February, 1886. [390

FOR NEW YORK.

THE 3/3 L I.I. British Ship

"ELLEN A. REED,"

Hatfield, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 24th March, 1886. [631

FOR NEW YORK.

THE 3/3 All American Bark

"NEHEMIAH GIBSON."

Bailey, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 3rd March, 1886. [473

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON TUESDAY, the 6th day of April, 1886, at NOON, the Company's Steamship "AVA," Commandant Viment, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th April, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th March, 1886.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "HYDASPES," Captain G. Scrivener, with Her Majesty's Mails, will be despatched from this for LONDON via BOMBAY and SUEZ CANAL, on TUESDAY, the 13th April, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay *without transhipment*, arriving one week later than by the ordinary direct route via Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Cargo and Passengers for Marseilles.

A. McIVER,
Superintendent.

Hongkong, 1st April, 1886.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING" will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 14th April, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 24th March, 1886.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;

VIA

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNEC